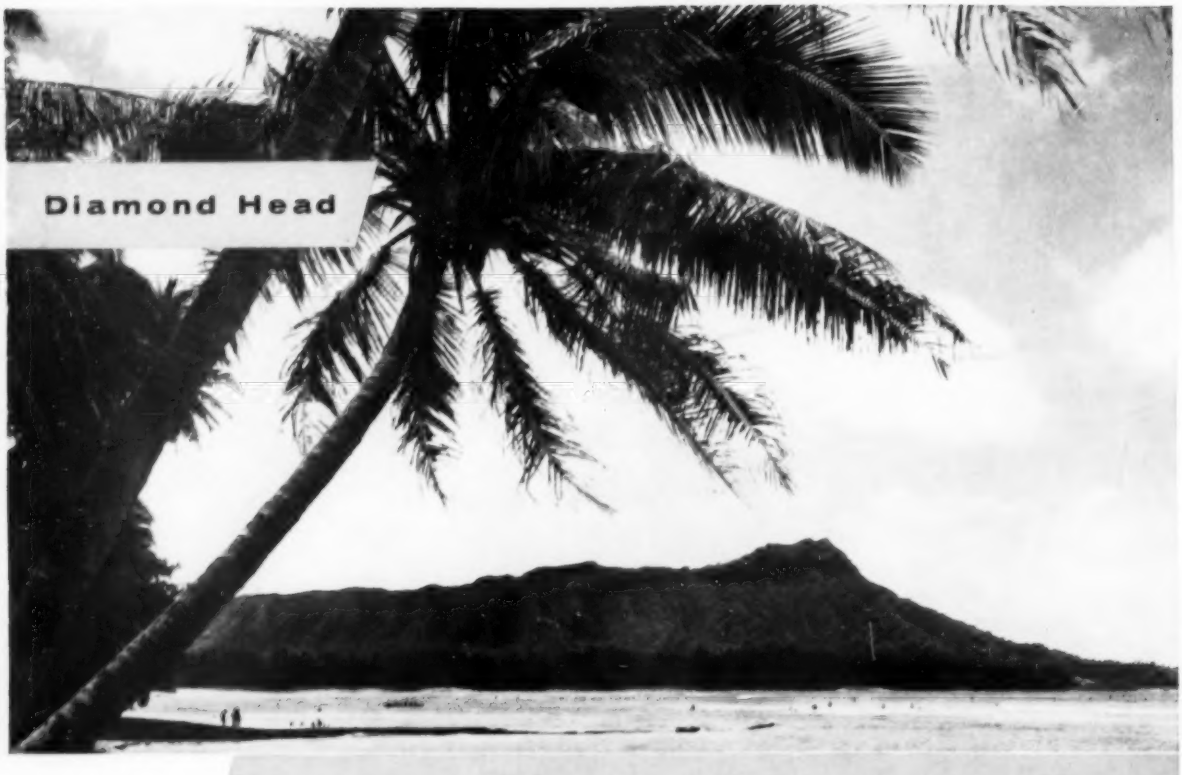
BUSINESS

AIR TRANSPORTATION

Vol. 27, No. 1 THE AIR MAGAZINE FOR THE BUSINESS EXECUTIVE JULY, 1955

The bridge of 30 years of service . . . from its predecessor company, Western Air Express, to the present giant, Trans World Airlines . . . is graphically highlighted here by the Douglas M-2 *Cruiser* flown by WAE in 1925, and the brand new Lockheed *Super-G Constellation* which TWA first operated in 1955.



LANDMARKS OF THE SEA

Like some mighty sphinx or lion couchant, Diamond Head guards the approach to Honolulu, the favorite seaside resort of Hawaii's ancient kings. Originally known as Leahi, meaning "Place of Fire", it is said to have been the home of the fire goddess, Pele. It was her tears that were found by the British sailors who, thinking the gleaming crystals were diamonds, called it Diamond Head.

This picturesque promontory jutting out five or six miles east of Honolulu is the most perfect as well as the best known of all secondary craters in the islands. The regularity of the elliptical cone indicates that it was created within a few hours by an extremely rapid projection that was deflected to leaward by a strong trade wind piling the tuff up disproportionately. Animals now enter the crater freely through some small breaks in the rim and it is used as a pasture.

Since the harbor which can shelter the world's largest ships meant little to the Hawaiians who preferred to run the surf at Waikiki, it is not surprising that at least five expeditions including those of Captain Cook and Captain Vancouver passed this famous landmark before the harbor was discovered in 1794 by Captain Brown of the "Butterworth."

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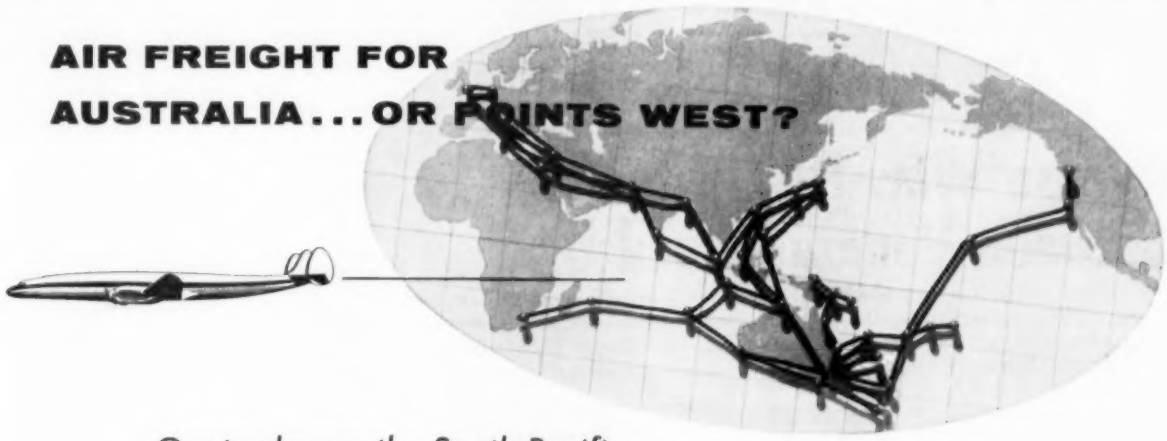

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VOL. 27 JULY, 1955 No. 1

Seaboard Wins its Certificate

Cargo Route Across Atlantic is Okayed Eight Years After Airline's Application

WASHINGTON, D. C.—Climaxing an uphill battle of eight years' duration, Seaboard & Western Airlines became the country's first scheduled international air freight airline when President Eisenhower approved a five-year certificate for the carrier. CAB recommendation for certification of an air cargo route across the Atlantic, which had been on the President's desk for approximately one year, had been opposed by Pan American World Airways and Trans World Airlines, both operating transatlantic routes.

It is felt in air transport circles that the recent inauguration of a scheduled all-cargo operation across the Atlantic by a British carrier, Airwork Atlantic, was the deciding factor in President Eisenhower's action.

The final decision by the President—it occurred only one day shy of the eighth anniversary of Seaboard's original application for certification—brought with it authority for Seaboard to pick up freight at New York, Philadelphia, and Baltimore. It can operate to Newfoundland and Ireland; and beyond the latter point, one route terminates in West Germany via stops in the United Kingdom, Holland, and Belgium, and another terminates in Switzerland via stops at points in France.

Between May, 1947, and May, 1955, Seaboard flew more than 36 million plane-miles (including some military and contract passengers) and 118 million revenue ton-miles of cargo. Altogether, 6,100 ocean crossings were made.

On military contract, the freight airline spent a year in support of the Berlin Airlift, 44 months in the Pacific Airlift, and two months in the quickie Formosa Airlift. Seaboard currently operates a total of six DC-4s and four *Super Constellations*.

A few hours after the President's decision was made public, Raymond A. Norden, Seaboard president, issued the following statement:

"Certification of a United States-flag all-cargo carrier to provide transatlantic service is a major step toward realization of an economically sound and healthy American Merchant Marine of the Air. This action by the Government to encourage development by private industry of the vast potentials of international air trade will bolster our national defense as well as benefit foreign commerce.

"There are 685 million pounds of freight currently moving between the United States and Western Europe and the Middle East, which lend themselves to air shipment in an economic rate structure. During 1954, approximately 22 million pounds of cargo were flown between the United States and Europe."

The certificate carries no subsidy with it. Seaboard will be permitted to haul foreign mail, but not United States mail.

The news from Washington generated a good deal of excitement in the air freight forwarding industry. The question on the mind of nearly every forwarder was: Will Seaboard now join IATA? In trade circles there has been some talk that Seaboard applied for IATA membership as far back as a year ago. According to unverified rumor the application was left unattended until such time when President Eisenhower would make his decision. At any rate, it is fairly definite that Seaboard is seeking IATA membership and will adhere to the world airline organization's rate structure if and when it comes.

Airwork Atlantic Joins With Helicopter Operator

NEW YORK—The operations of Airwork Atlantic, Ltd., transatlantic air freight carrier, has taken on a new dimension with the organization of a new company in association with Fisons Pest Control, Ltd., owner and operator of eight Hiller helicopters. The new firm, which will be known as Fisons-Airwork, Ltd., will "engage in every type of helicopter operation in every part of the world, including executive charter, surveying, engineering construction, as well as all forms of aerial work in connection with agriculture and forestry, using both helicopters and fixed-wing aircraft."

Said M. D. N. Wyatt, chairman of both Airwork, Ltd. and of the new company: "We believe that a tremendous future lies ahead for the rapidly developing helicopter, not only in the realm of agriculture and forestry, but also in the day-to-day commercial and industrial life of the world. It is the ideal machine for opening up new and hitherto inaccessible territories, and for assisting the progress of underdeveloped countries."

Avensa Wins Permit to Fly Between Venezuela and U.S.

WASHINGTON, D. C.—A foreign carrier permit has been issued to Aerovias Venezolanas, S. A., authorizing the airline to operate a scheduled service between Venezuela and Miami, via intermediate points in the Netherlands, West Indies and Jamaica, British West Indies. Avensa also will operate a route between points in Venezuela and New Orleans, via Jamaica.

The Venezuela carrier, which has been operating for the past 12 years, currently flies 17 DC-3s, three DC-4s, and three Convair 240s. It is 30% Pan Am-owned, the limit of capital stock the United States international airline can acquire. Avensa will adhere to the CAB's policy calling for a gradual elimination of substantial interests held by United States air carriers in foreign airline companies operating to and from the United States.

The holder of the new foreign air carrier permit will fly passengers, cargo, and mail. Headquarters of the company are located in Caracas.

Two United States air carriers serve Venezuela—Delta C&S and Pan Am. Foreign carriers operating between Venezuela and the United States include LAV, KLM, and Ransa.

Weekly Cargo Flights Started by Avianca

NEW YORK—Avianca has become the first airline to link New York and Bogota, Colombia, with regularly scheduled all-cargo service. Supplementing the Colombian airline's regular freight service on passenger flights, a C-54 airfreighter now departs from Idlewild Airport every Sunday at 3:00 a.m., arriving in the capital city late in the afternoon. The all-cargo operation is scheduled as Flight 781, making intermediate stops at Kingston, Jamaica, and Barranquilla.

(Concluded on Page 5)

Avianca Cargo Flights

(Continued from Page 4)

No livestock, except for 10,000 baby chicks, are taken aboard. There are no limitations to package size. Shippers may reserve cargo space at no additional charge. Each weekly all-cargo flight will carry reserve space for 15 tons of freight, according to Miguel Pombo, United States manager for Avianca.

Increased Overseas Cargo Swells BEA Capacity 90%

LONDON—The stepped-up volume of transatlantic air freight, a large part of it transported by British Overseas Airways Corporation and Airwork Atlantic Ltd., has brought a 90% increase in British European Airways' capacity allocated to freight.

On its Zurich routes, BEA now provides space for more than two tons per day; on its Amsterdam and Brussels routes, three tons per day; and on its Milan routes, 11 tons.

Cargo capacity has been doubled on the runs to Stockholm, Vienna, and Rome. In contrast to the previous 40-ton capacity on the London-Paris route, the British carrier currently has available space for 53 tons per week. The Istanbul services have upped capacity to 4½ tons per week, and the doubling of the Nicosia flights (now six a week) has brought with it the usual increases in freight capacity.

Lufthansa Backed By State Department

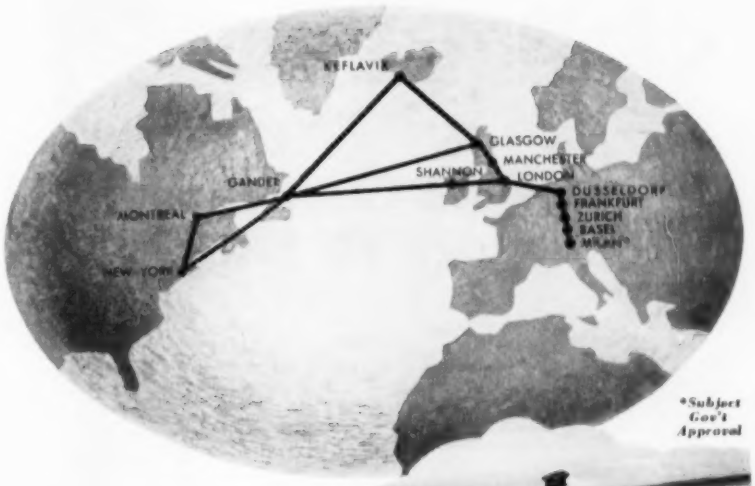
WASHINGTON, D. C.—An agreement between the United States and Germany which would give the German airline, Lufthansa, routes to the Caribbean and South America, is being backed by the State Department despite protests from United States airlines and others. A State Department official declared that the agreement, which had been scheduled for signing on June 11 and then postponed because of an avalanche of protests, is "in the best interests of the United States."

The controversial pact would permit Lufthansa to operate from Germany to New York, Boston, and Philadelphia, then on to any point in the Caribbean from these cities; from New York to any city in South America; from Germany to Chicago via Canada; from Germany over the transpolar route to Los Angeles or San Francisco.

American Inaugurates Freight Reservations

NEW YORK—An air freight reservations system, on a first-come, first-served basis, has been inaugurated by American Airlines. The new service, provided at no extra cost to the shipper, applies only to the New York-Los Angeles nonstop Mercury run, and the nonstop Statesman flights between Washington and Los Angeles.

J. D. Boylan, director of cargo sales for the airline, pointed out that American operates three Mercury flights a day in both directions, and two daily Statesman flights in both directions.



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ASA International Airlines

New Transatlantic Rates Become Effective Aug. 15

It was learned at presstime that the scheduled transatlantic airlines have agreed unanimously to follow the proposal of Pan American World Airways and cut air cargo tariffs an average of 20%. The July 1 effective date previously announced (*see May AT*) has been postponed until August 15.

The pact apparently averted a possible rate war which threatened when a number of airlines refused to go along on the interpretation of the earlier agreement in the Spring. Willis G. Lipscomb, Pan Am's vice president-traffic and sales, had reported that "pressure was put on Pan American by foreign governments to withdraw its tariff." It was determined to put the new tariff into effect July 1 regardless of the position taken by the other carriers; but the "last-minute" okay of all the IATA airlines affected, and the six-week postponement of the effective date, killed off any chance of a rate war.

Two Win S&W Fellowships At Columbia University

NEW YORK—Two men—one attached to the staff of the Commander of the Military Sea Transport Service-Atlantic Area, and the other a graduate of the School of Law and Institute of Political Science, University of Paris—have been awarded the Seaboard & Western Airlines Fellowships of the Graduate School of Business, Columbia University, for the academic year 1955-56.

The fellowships were established four years ago by Seaboard for the study and source of supply, markets, handling methods, and packaging of goods that are adaptable to economic North Atlantic air transport. The airline, which in 1947 established the first transatlantic all-freight air service, reported that it intends to make "industry, commerce, labor, agriculture, and the professions increasingly aware of the growing opportunities that air freight offers in world commerce."

The award winners are Lt. (j.g.) Robert F. Eggen, of Jefferson City, Missouri, and Louis Francois Gerard Jeanjean, of Paris, France.

Of the six earlier recipients of the Seaboard Fellowships, four were Americans and two British subjects.

UAL Speeds Up Express And Mail at Chicago

CHICAGO—United Air Lines recently dedicated at Chicago Midway Airport an intraline transfer center designed to accelerate ground handling of mail and express. It is reported to be the only one of its kind in the air transport industry.

Located in proximity to loading and unloading areas, the new center makes available facilities double the size of those previously used. United reported that now transfer of express and mail from one plane to another is accomplished in as fast as 20 minutes. At peak periods, up to 25 persons are assigned to the center.

An indication of the activity in the center is the fact that United transports make 327 flight connections at this airport every 24 hours.

Air Freight Forwarders

Carles L. Gallo, president of Air Express International Corporation, has been elected president of the Air Freight Forwarders Association. He succeeds John D. McPherson, president of Airborne Flower & Freight Traffic, Inc., who served for two years.

Gallo . . . incoming

McPherson . . . outgoing

Also elected were: executive vice president—Hardy Maclay, Washington attorney; secretary—Robert Seitel, president, Allied Air Freight, Inc.; treasurer—Charles Fields, secretary-treasurer, ABC Air Freight Company, Inc.

The board of directors is composed of Gallo, McPherson, Seitel, and Fields, as well as Gerow Miles, vice president American Shippers, Inc.; George Ropes, president, Acme Air Cargo, Inc.; and Norman Barnett, vice president, Barnett International Forwarders, Inc.

Barnett was elected chairman of the Code of AFFA Ethics Committee which also has Seitel and Miles as members.

Airports

The Port of New York Authority has awarded a $41,250 contract for the construction of an air mail field Post Office in the Air Mail and Express Build-

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ing at Newark Airport. The new quarters will be nearly three times larger than the area now occupied by the Post Office.

Philadelphia International Airport expects to unveil its new big air freight terminal this month. Costing $800,000, the new 700-foot structure, when completed, will spread over an area of two blocks. The one-story building will have a large unloading dock on one side, with the opposite side facing a big concrete apron for air freight carriers. Philadelphia recently noted that in the period 1946-54 total domestic air freight, air express, and air mail handled at the International Airport increased threefold.

Resort Airlines has established headquarters at Metropolitan Oakland International Airport for its transcontinental military contract operations. Resort is basing five C-46s and six DC-4s there. The airline, which normally operates a scheduled passenger service between Miami and Haiti, Jamaica, Cuba, and the Bahamas, is currently making 10 runs a week between Oakland and the East Coast on a Navy contract, and 20 runs on an Air Force contract.

Brussels recently opened the world's first passenger railroad service between a city and an airfield. The new service now connects Belgium's railroad network with Melsbroek Airport. Trains depart from Brussels Central Station every half hour, between 6:00 a.m. and 11:00 p.m., reaching the airport in 22 minutes.

Civil Aeronautics Board

President Eisenhower has indicated his approval, with minor modifications, of the CAB's recommendations in the States-Alaska Case. Northwest Airlines will be awarded a permanent certificate to operate between Seattle-Tacoma and Anchorage, Alaska. The airline also will be authorized to operate between New York/Chicago and Anchorage via Minneapolis-St. Paul and Edmonton, Canada for a three-year period.

The President has increased the CAB's recommendation for three-year temporary certificate renewals of Pacific Airlines and Alaska Airlines, to five years.

The nation's local service air carriers will receive permanent certificates from the Civil Aeronautics Board. President Eisenhower has signed a bill granting the feeder lines permanent status.

CAB Chairman Ross Rizley declared that "the local service air carriers that were initially brought into existence by the CAB to develop the benefits of commercial air service for the nation's smaller cities and towns have today come of age." He added that he hoped "the new approach to local service will speed the day when the carriers will be off subsidy and self-sufficient."

The air carriers which now receive permanent certificates are authorized to serve 387 cities and towns in 43 states. Together they operate 175 aircraft and employ more than 6,000 persons. The 14 carriers are:

Allegheny Airlines; Bonanzo Air Lines; Central Airlines; Frontier Airlines; Lake Central Airlines; Mohawk Airlines; North Central Airlines; Ozark Air Lines; Piedmont Aviation; Continental Air Lines (Pioneer); Southern Airways; Southwest Airways; Trans-Texas Airways; West Coast Airlines.

TWA is seeking permission to operate nonstop service between Cincinnati and Washington, D. C., and between Louisville and New York. The airline also has requested a route from Houston to Los Angeles via Dallas-Fort Worth and Albuquerque.

The extension of Allegheny Airlines' present service between New York and points in New Jersey, Delaware, and Maryland, to Norfolk, Virginia, has been requested.

Commercial Aircraft

An order for 35 four-engined turboprop transports (approximate value, $65 million) has been placed with Lockheed Aircraft Corporation by American Airlines. The new plane, which will be known as the *Electra*, is the result of cooperation between American's and Lockheed's engineers and economists. It is

reported to be of a completely original design. According to a joint statement issued by C. R. Smith, president of American, and Robert E. Gross, president of Lockheed, the transcontinental airline will begin receiving its first *Electras* during the latter part of 1958, with total delivery scheduled by the middle of the following year.

A medium-sized transport with a cruising range of 2,000 miles, the *Electra* will be about 100 miles an hour speedier than the fastest turbo-prop airliner operating today. Cruising speed will be above 400 miles per hour. Cargo space will accommodate 4,000 pounds of freight, express and mail. Seating capacity will be 64 with a lounge for six persons. The seats, which will be wider than any in airline use today, will have individual tables for eating, writing, or reading. Weather-avoidance radar and automatic pilot will be standard equipment. (American recently reported that its entire fleet of DC-7s is being equipped with radar for weather surveillance.)

Air France has come into the news again with a recent announcement that it has purchased 12 1649A *Super Constellations* which reportedly will put any European capital within nonstop reach of New York. Maximum cruising speed of the transport is 350 miles per hour, with top speed exceeding 400 miles per hour. Range of the plane will be 6,500 miles.

Delta-C&S Air Lines has bought five more Douglas DC-7s. This new purchase will bring Delta's fleet of DC-7s to 15. First plane will be delivered by the end of the year. Remaining aircraft are scheduled for delivery in 1957.

Douglas reports that the DC-7B has won its airworthiness certificate from the Civil Aeronautics Administration. Initial deliveries have been made to Pan American World Airways and Eastern Air Lines. Other carriers scheduled to receive the DC-7B are Panagra and South African Airways.

(Continued on Page 10)

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Vol. 27, No. 1 July, 1955

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Net circulation of this issue (not including distribution to advertising agencies, advertising prospects, public relations firms, newspapers, and magazines; special distributions for promotional purposes; and cash sales) totals 7,904 copies. Gross circulation is more than 8,550 copies. This issue will be received by a minimum of

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  - **48 vice presidents**
  - **19 secretaries; treasurers; comptrollers**
  - **570 freight forwarders**
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  - **389 purchasing agents**
  - **1,021 aviation department heads of commercial and industrial firms**
  - **103 general and sales managers**
  - **594 shippers awaiting sub-classification**
- **535 airline executives and other personnel**
- **113 military personnel (principally MATS)**
- **7 banks**
- **17 insurance firms**
- **88 trade organizations**
- **197 Federal, state and city government departments**
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- **65 business and public libraries**
- **52 foreign governments**
- **54 aircraft and aircraft equipment manufacturers**
- **18 miscellaneous**

The most recent study of *Air Transportation's* circulation has shown a pass-along of each issue to 3.45 persons, or a total readership of 4.45 persons per copy. On this basis, this issue of *Air Transportation* will be read by a minimum of 35,173 persons. The latter figure does not include readers not classified under "net circulation."

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Three DC-4 and seven C-46 air freighters have been added to the fleet of Slick Airways. The aircraft, which expand the all-cargo line's fleet to a total of 22 planes (two DC-6As, three DC-4s, 17 C-46s), were obtained through a lease-purchase agreement with Aeroleases, Inc.

Vickers Armstrong, Ltd. continues to report additional sales of its *Viscount*—10 more 802s, and one 701 to British European Airways, and three turbo-props to Union of Burma Airways. Vickers stated that exactly 200 *Viscounts* have been sold, half of them during the past year. Eighteen airlines and three national governments have been the purchasers.

Congratulations

United States Airlines

ASA International Airlines: Dick Cross appointed station manager at Panama . . . C. J. O'Brien now serving as assistant to the traffic manager at St. Petersburg headquarters . . . M. K. Williams and William Dunn named to respective station managerships at Bogota and San Salvador.

Capital: J. H. Carmichael, president, appointed chairman of the Transportation and Communication Committee of the Chamber of Commerce of the United States.

Delta-C&S: Robert H. Wharton promoted to assistant vice president-personnel.

Pan American: Kenneth G. Hinds named station manager at Pointe a Pitre, Guadeloupe . . . George W. Flanigan appointed junior station manager at San Juan's new Isla Verde International Airport.

Slick: Charles F. Dworshak, general traffic manager, who began his career with the all-freight airline as a traffic clerk in 1946, named director of sales and traffic . . . A. C. Hunt and T. W. Holmgren appointed to the respective posts of assistant director of sales-administrative and assistant director of sales-special projects . . . Other appointments: W. T. Maxwell, Jr., assistant director of traffic; G. L. Bereman, operations research analyst; William Fowler, military sales manager; E. L. Scott, Jr., international sales manager; William Craig, assistant director of operations research.

Dworshak

Foreign Airlines

Air France: Jacques Nicolle, with Air France since 1936, appointed general traffic and sales manager for the North, Central American and Caribbean Division.

Airwork Atlantic: Douglas F. Bush (ex-Flying Tiger and NWA) named Detroit district sales manager, in charge of sales operations in Michigan and Ohio.

Varig Airlines: Louis Bartt (ex-Eastern) appointed reservations manager in New York.

Aircraft

Fairchild: L. R. (Mike) Hackney appointed head of the newly organized Military Relations Department, and Stephen H. Jump assistant director of military relations.

Martin: William B. Bergen, vice president-operations, elected executive vice president.

Republic: Walter G. Bain, vice president and general manager, elected to the Board of Directors . . . Ken Ellington, assistant to the president in charge of public relations and advertising, elected a vice president.

Equipment

Clark Equipment: John J. Mlynski appointed central region sales manager for the Industrial Truck Division.

Military

Air Research & Development Command: Colonel Albert A. Arnhym assigned as chief of the Office of Information Services.

Military Air Transport Service: Rear Admiral Stanhope C. Ring, USN, now serving as Vice Commander, with headquarters at Andrews Air Force Base.

Facts and Figures

New York Airways: During May the scheduled helicopter airline hauled a total of 135,750 pounds of air express and 36,485 pounds of air freight.

Swissair: During the January-April period, a total of 2,305,420 ton-kilometers of freight were flown—an increase of 39% over the same months last year. The transatlantic service has shown the biggest freight increase, with the total 48% higher than the January-April, 1954 figure.

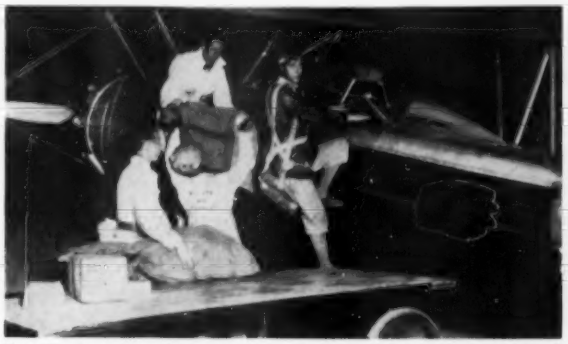
United: Freight shipments during May totaled 3,454,000 ton-miles, a rise of 26% over the corresponding month last year. Air express, with a record of 927,000 ton-miles, was up 23%.

Emery Air Freight: The Board of Directors recently voted to increase the semi-annual dividend by 50%. Fifteen cents per share was paid June 17.

Military Transport

Thirty-five surplus C-46s will be sold at $70,000 each by the Air Force. Commented the Aircoach Transport Association in its widely distributed airletter: "This is an equitable price. The planes would be of little or no commercial value had not the C-46 users cooperated to plan and test needed modifications so that CAB standards of performance and safety can be met. So it is fair if the Air Force does not take all the profit which private enterprise made possible, and if the industry is given some incentive to take the surplus planes away. At $70,000 plus about $30,000 in modification costs, plus overhaul expense, buyers stand to profit. Although there are restrictions as to use and resale, possession of these C-46s may enable companies to gain from transactions with their other planes. Demand for airlift has been exceeding capacity.

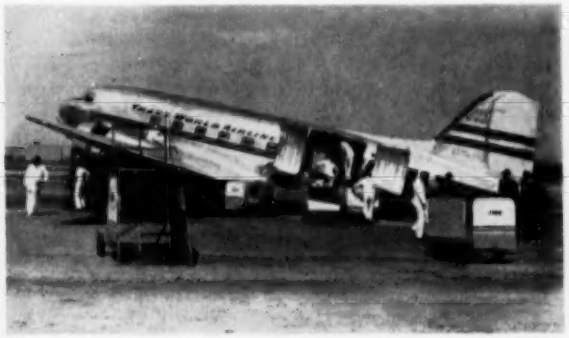
(Continued on Page 16)



THE TIME: 1927. The pilot: Jimmy James (pipe those plus fours!). The occasion: night flying of mail. Carrier was Western Air Express, parent company of TWA. Most air mail flyers in that era were ex-Army pilots.

IT WAS A GALA OCCASION in Los Angeles when TWA flew in the first load of transcontinental air mail on October 26, 1930. Boy Scouts form a guard of honor for gun-totin' pilot and co-pilot, L. J. Chiappino (left) and Alton N. Parker.

TWA TOOK ITS FIRST FLING at air freight in 1931. This scene, which took place August 6 of that year, shows an inaugural shipment of live cargo (consignor: St. Louis National Stock Yards) being unloaded at Newark Airport.



THE DOUGLAS DC-3, which was developed in the early Thirties from original design specifications set up by TWA engineers, earned a worldwide reputation for sturdiness and dependability. Its wartime record as a military transport was unmatched.

SOON AFTER THE WAR, TWA began to go after the air freight business in earnest. This typical scene shows a famous racehorse being led off a transatlantic all-cargo plane, flown from Paris to New York.

TWA's NEWEST AIRCRAFT is the Lockheed *Super-G Constellation*, high-speed luxury plane which provides a commodious cargo hold. On domestic runs, the *Super-Gs* have increased the airline's cargo space by 30%.

30 Candles for the TWA Cake

THE DAZZLING HISTORY of Trans World Airlines began July 13, 1925, when Western Air Express, earliest of TWA's predecessor companies, filed incorporation papers at Sacramento, California. (It was also the parent of Western Air Lines.)

The span from the era of Calvin Coolidge, Jack Dempsey, Clara Bow, and earphone radio to the age of Dwight Eisenhower, Rocky Marciano, Marilyn Monroe, and color TV produced some of history's most significant events: the Great Depression . . . the most destructive war of all times . . . atomic energy . . . miracle drugs . . . the death of the League of Nations and the birth of the United Nations . . . supersonic flight . . . and the birth of the commercial airfreighter.

From WAE's initial route between Los Angeles and Salt Lake City, TWA has swelled to no mean proportions. Today TWA hauls shipments of all sizes, shapes, and weights to 60 cities of the United States, coast to coast, and 21 key areas in Europe and Asia.

Some of the airline's 30-year cargo story are told in the pictures appearing above. • • •

Report from LONDON

LONDON—One thing that has impressed itself on me in my various excursions to different airline bases is the sameness of unbounded enthusiasm, even the sameness of tone and emphasis, of those whose business it is to sell or move air cargo. It is, indeed, a rather selective contagion, limited to those with vision and faith and perseverance, but geographically limitless. That this triple "disease" has had its rewards is reflected in the unbroken upward sweep of the graph line on the air cargo chart, in the face of (in numerous instances) the earlier disinterest of top management, or, at best, polite interest. Today's rather warming spectacle is one of former anticargo diehards being knocked over like tenpins, one by one. In the proverbial nutshell, it is fairly conclusive in most progressive minds these days that tomorrow's biggest airline stake will be in the movement of cargo—and tomorrow is reasonably close to being upon the industry.

London, heart of trade-steeped England, could hardly have been the exception. In a postwar era which found Britain fighting hard to regain economic stability, the country's shippers discovered a new dimension in distribution, egged on by the small but hard core of air cargo men.

BOAC's Cargo Chiefs

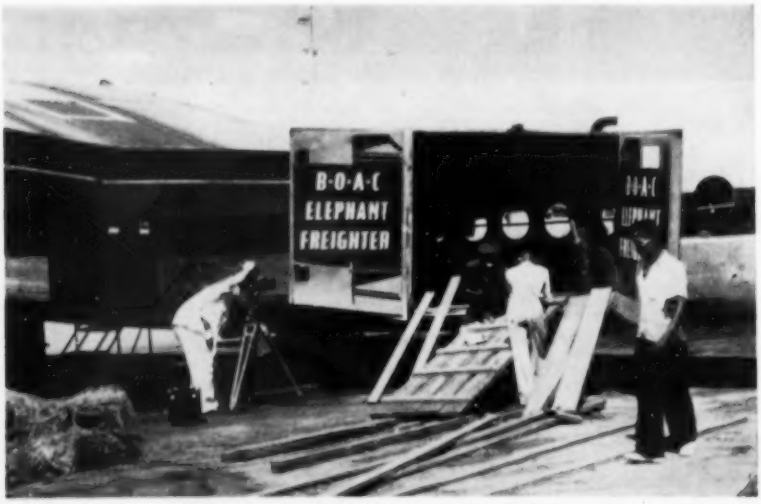
Take, for example, the twin cases of BOAC's two cargo luminaries: W. D. Koster, cargo sales manager; and H. F. (Jerry) Morton, cargo manager —United Kingdom and Europe. The professional origin of each was in the freight forwarding industry. Eventually they wound up in Imperial Airways—Morton in 1930, as a traffic clerk; Koster in 1934, as a cargo clerk. They have come a long way since then. It was pure coincidence that on my first day's visit to them Morton was quietly celebrating his silver anniversary with BOAC (Imperial was a predecessor company), and Koster had received unofficial word — later verified — that he had been elevated to cargo sales manager.

W. D. Koster

Experience Plus

Morton's initial executive position in the airline business came in 1936 when Imperial elevated him to import freight manager. In 1939 he supervised traffic and freight arrangements for Imperial's new seaplane base at Poole, Dorset, duplicating the job later at the company's pany's new airfield at Prestwick. In 1943, his traffic and freight know-how made him part of a British military mission to Moscow, flying over in one of three *Liberators* piloted by BOAC men. Shortly afterward he became BOAC's senior traffic officer. In 1946 he was appointed freight sales officer, then freight sales superintendent, and, in 1952, cargo sales manager. Earlier this year, illness forced him to relinquish the latter job in favor of his current but no less important duties.

Koster's first move into the ranks of the budding executives occurred in 1938 when he was named traffic superintendent for Western Airways at Wes-



KARACHI: Preparing for a cargo of elephants.

By RICHARD MALKIN

H. F. Morton

BUSY SCENE in BOAC's export shed at London Airport.

ton-Super-Mare. In 1940 he became branch manager for Jersey Airways, after which he joined the Royal Air Force for a six-year wartime stint. Three of those years were with the Transport Command. Came the peace and Koster joined British South American Airways as cargo superintendent, and then commercial development controller. It was in the latter position that he gained his first experience as an IATA representative. With the BSAA-BOAC merger in 1949, Koster became BOAC's cargo superintendent. He served as traffic controller-passenger and cargo for a two-year period, personally responsible for day-to-day traffic handling on a global scale. Immediately prior to his newest appointment as cargo sales manager, he served as traffic controller in charge of all traffic handling, traffic development, and ICAO facilitation everywhere.

The Cargo Underneath

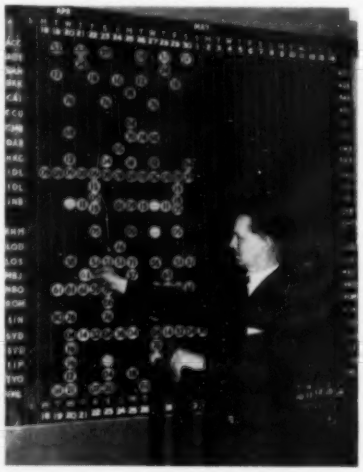
I had met Bill Koster first, and immediately he steered me into Morton's office. In the ensuing three-way chat, both BOAC men shot off sparks in all

LONDON: New York-bound freight loaded into a BOAC *Stratocruiser.*

1. Shipper—Glaxo, Ltd.—queries BOAC's Cargo Reservations Section for details concerning dispatch of his air shipment.

2. The Enquiry Section takes care of the answers and the space requirement for shipment is recorded on aircraft booking sheet.

3. General view of the Reservations Enquiry Office. The control board in the background shows at a glance how much freight is going where. This enables BOAC to give shippers spot information on the availability of space on specific flights.



4. This close-up view of the control board shows capacity status of aircraft.

5. BOAC's Town Office Freight Reception. Consignments are collected from shippers by the airline's pickup and delivery service.

6. Documentation, checking, completion of consignment note, and labeling are handled at the Town Office Freight Reception.

directions. There is no question at all in their minds that BOAC's freight business eventually will go beyond its traditional top-rank passenger business. They've been saying it for years. Morton put it this way:

"I've always said it's the cargo underneath that carries the passengers."

But they, like their counterparts in the United States, are fully aware that their predictions will not be fully realized until the day when the long sought-for cargoplane is introduced to the commercial airlines. When did they think this would come about? Their replies were similar: Who could tell? It could happen overnight.

There exists in England, as well as in the States, the problem of educating the shipper. The cold tariffs don't even begin to tell the true economic story of shipping by air. There is a need for a concerted campaign to acquaint the shipper with the *unseen* advantages of air cargo: lower weight, lower insurance costs, reduced inventory, greater turnover, lower overhead, etc.

I was informed with some quiet pride that BOAC was the first airline to introduce the cargo reservations system. It happened in 1947 and on an experimental basis at first. Now the Cargo Reservations Section boasts a comple-

7. Warehouse control at London Airport. Here packages are segregated into bays under destination and rotation system. Bay in foreground contains air shipments destined to East Africa; bay in background holds Australia-bound consignments.

8. Allocation and service segregation at London Airport, where documents pass through the reception and final checking. Booking sheets (see photos 2 and 3) have been received and service is finalized with booked capacity protected to Manifestation Section.

9. Here the aircraft load is manifested. As this is in progress, warehouse loads are sorted for manifest check at tarmac exit.

10. Now comes the physical manifest check against packages awaiting shipment. This is the customs officer at London Airport.

11. Each package is checked as the cargo is loaded into a *Stratocruiser.*

12. After take-off of aircraft, the remaining ships' papers are segregated. These include certification of shipment on consignment note to be returned to shipper, certifying goods shipped and facilitating banking formalities.

ment of 11 persons. One story that BOAC is trying to get across to shippers using its services is that failure to make cargo space reservations to destination may cause a bottleneck at the airport.

I watched Cargo Reservations in action, and it is my guess that similar visits by selected groups of shippers would do much to impart to them the necessary understanding of the carrier's problems with respect to proper and on-time delivery. The operation of the section, from receipt of shipper's telephone call to guarantee of cargo space, was related by an extremely literate young man armed with a dazzling array of documents. The giant-size control board bore a mass of yellow, green, and red discs like oversize polka dots. Each assigned to its proper space to provide a visual picture of how much cargo is going where and when, the yellow discs indicate shipments of 50 kilos or less; green, over 50 kilos; red, services full. There was evident pride over the effectiveness of the set-up.

During the next few days, mostly in the company of Koster, I walked miles of office, warehouse, and airport space. (I couldn't help but find myself fascinated by the fact that all the time

(Continued on Page 22)

Time Out for a Chat

With STANLEY E. RUSS

Stanley E. Russ—Bud to the trade, here and abroad—has two decades of TWA experience in his vestpocket and is well started on his third. Between June, 1934, when he started in the New York ticket office and 1941 when he was named regional manager of mail and express, Russ performed practically every type of job in TWA's sales division. A year after the war, he suddenly blossomed forth as regional manager of air cargo—this at a time when the company decided there was money to be made hauling freight and began to expand its facilities. A year later, he was upped to manager of international cargo sales, and in 1949 he took over the top cargo post as director of cargo sales—the job he holds today.

Russ

Forty-six years old, Bud Russ is a resident of his native town, Rahway, New Jersey. A graduate of Rutgers where he played on the hockey team, he came to the air transportation business via the life insurance, publishing, and railroad industries, and has stayed with it ever since. Air freight? Don't be fooled by that soft voice. Bud will talk you under the table once you start him going. It was back in 1946 when he told Air Transportation:

"Freight will be outselling passengers one of these days in the not too distant future."

Maybe that's not a very remarkable statement in this advanced day, but when you consider the time it was uttered (that year all the scheduled airlines of the United States flew a total of 14,433,000 revenue ton-miles of freight, in contrast to the 1954 total of 229,197,000 ton-miles of freight) as well as the general huffy attitude toward freight then prevailing in the airline industry, his words carried the strong seeds of prophecy. The day freight catches up to passengers is still ahead, but the gap between the two revenue producers is steadily closing.

And Bus Russ is deep in the work of making his prediction come true—not only as TWA's cargo chief, but also as a member of the Cargo Development Working Group of the International Air Transport Association. He was elected the first chairman of this committee when it was formulated last year.

Q. Do you feel, Bud, that airline management as a whole has swung over to the realization that freight is on the way toward becoming the major revenue producer for the air carriers?

A. Definitely. Airline managements all are aware of the fact that freight eventually will be the big thing.

Q. From the standpoint of your own company, what are you doing to accomplish it?

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MILITARY TRANSPORT

(Continued from Page 10)

First priority, however, goes to the companies that operated these C-46s and turned them back to the Air Force when they were nearing their time for overhaul. On that basis, many of the planes can be bought by companies that did *not* share in the cooperative Aircraft Engineering Foundation modification work and CAA tests. Second priority goes to an unpublished list of carriers who asked at one time or another to lease. Good deal for who gets it."

New Offices

SEABOARD & WESTERN

Boston—Freight Terminal Building, Logan International Airport; Paul F. Gallagher, district sales manager.

TACA

New York—22 West 48th Street; A. C. Schweizer, Eastern traffic manager.

VARIG

New York—634 Fifth Avenue, George P. Braender, United States sales manager.

Packaging

The silver anniversary of the American Management Association's National Packaging Exposition has been scheduled for April 9-12, 1956, at the Convention Hall in Atlantic City. Between now and January, five special meetings will be held for research and exchange of ideas among individuals responsible for packaging management in companies throughout the United States. This year's exposition, which was held in Chicago's International Amphitheatre, took up more than 140,000 square feet to show the materials, equipment, and services of nearly 400 exhibitors to more than 31,000 visitors.

New York City will be the scene of the annual Packaging and Handling Exposition of the Society of Industrial and Materials Handling Engineers for the first time in the organization's 10-year history. The show will take place at the Kingsbridge Armory, September 20-22.

Rates

American: *Wearing apparel, dry goods, toys, sporting goods*—Rate cuts of 40% in shipments flown from the West Coast to Midwestern and Eastern cities on the carrier's route.

Slick: *Textiles, footwear, sporting goods, leather goods, furs, handbags, hosiery, perfume, toys, umbrellas, rugs*—Reduced 20% to 40% after the CAB's denial of REA's protest.

United: Live lobsters—Rate reductions of from 6% to 21% on shipments flown from Boston to Youngstown-Warren-Sharon, Akron-Canton, Cleveland, Toledo, Chicago, Milwaukee, Des Moines, Omaha, Denver . . . *Fresh fruits and fresh berries*—Charges per 100 pounds have been cut 16% to 19% on shipments from San Diego, Long Beach, Los Angeles, Fresno, San Francisco-Oakland, to Vancouver, British Columbia, Canada . . . *Metal castings*—Shipments flown from San

Diego, Long Beach, Los Angeles, San Francisco, Oakland, Portland (Oregon), Seattle, Tacoma, to Chicago and Eastern points, have had a rate reduction of 20%.

Services

Airwork Atlantic has revised its transatlantic cargo service from New York to provide direct no-change-of-plane service to Dusseldorf, Germany. Route is via Montreal, Glasgow, Manchester, and London, terminating at Frankfort.

Allegheny Airlines has added Trenton, New Jersey on its New York-Pittsburgh run. The airline also has restored direct service between New York and Lancaster, Pa.

North Central Airlines has added two more flights on its Detroit-Chicago route.

TIME OUT FOR A CHAT

(Continued from Page 16)

A. It is a several-pronged job. As you know, we cooperate with the air freight forwarders and the international air cargo sales agents as much as possible. We analyze various air freight markets through sales engineering studies of different industries. These studies are used to point out to prospects and potential customers the indirect economic advantages that are gained through the utilization of air transportation. Then there are our advertising and promotion campaigns, speeches before business groups, and so forth. And all along we have got to provide top flight service to the shipper. That is of paramount importance. In addition, we keep top management posted on developments in the air freight field.

Q. Let's take the forwarder first. How much of your international business, for example, does TWA get from him?

A. The IATA air cargo agent and the air freight forwarder give us some 50% of our overseas cargo business out of the United States.

Q. A moment ago you mentioned that TWA cooperated as much as possible with the forwarding industry. Can you pinpoint that?

A. Well, it's a matter of record. For example, there's TWA's position in the Air Freight Forwarder Case before the CAB. We came out for the domestic air freight forwarder. It is our feeling that in some instances the forwarder is able to give the shipper service

(Continued on Page 20)

LET'S CONSULT THE AIR SHIPPER

By WHITNEY BOWLES

Air Transport Specialist and Consultant on Related Problems

WHO IS THE AIR SHIPPER? What are his needs? As we have seen, he is frequently several titles, functions and personalities rolled into one—from president to shipping clerk—within one company. In the first article in this series we took a quick look at the traffic manager—one of the principal titles and personalities identified as the "shipper." There are others, of course. One of these is the customer service manager.

The customer service manager has the responsibility his title implies—making sure customers' orders are properly serviced. This frequently includes shipping. In the case of Richard B. Rau, customer service manager for Merck North America, Inc., it includes "servicing" a good deal of air cargo. Weight of Merck's air shipments run from five pounds to 5,000 pounds, and more. They go to many places, particularly in South America.

Talking with Mr. Rau the other day, it developed his problems are closer to home. Merck has plants at Rahway, New Jersey, and near Philadelphia. Customer orders frequently must be filled from both sources. This requires local shipment from Pennsylvania to New Jersey before export shipments can be made up. Asked how this local transfer was made, he said they did it by truck. Apparently the trucking industry is the only one to find an answer to this shipper's local transportation problem.

It recalled a similar situation a few years ago when this writer was developing export traffic for Slick Airways. An air-export shipper in Philadelphia was moving his shipments by truck to connect with international flights departing from New York. Cost comparison of rates showed a differential of several cents in favor of all-air shipment direct from Philadelphia to New York, and then overseas.

While this was short-haul traffic for a transcontinental airline, it helped, nevertheless, to fill Eastbound loads, if only from Philadelphia to New York. Direct revenue, Philadelphia-New York, was relatively small, compared to long-haul traffic. But this was augmented by interline commissions from the international airlines to whom we delivered the freight. When a shipment goes halfway around the world at international rates, this can be considerable.

Of more importance to the shipper was the fact that this method of routing saved him several cents per pound plus considerable time. Truck transfer required movement from warehouse to terminal in Philadelphia, then over the road from Philadelphia to the New York terminal, and, finally, from the New York terminal to the airport—three transfers, six handlings. Result—higher cost in time and money. Direct air shipment required only one transfer—warehouse to airport in Philadelphia. Result—lower costs in time and money.

There was a third benefit to the shipper—one-carrier responsibility from Philadelphia to overseas destination. No calls to several truck and international airlines were necessary to make shipping arrangements. One phone call to the local airline office in Philadelphia was all that was required.

Other airshippers have other problems, and find various solutions—not always to the benefit of the airlines or the shipper. One such is Charles Lutz, export traffic manager of Burlington Mills. Speaking with Mr. Lutz not long ago, it developed he had experienced difficulty in airshipping samples to Brazil.

Trouble centered around government red tape which requires an import license for air shipments of samples—but *not* for regular parcel post. Result—this shipper's airshipments are moving via regular surface parcel post at considerable cost in time. This slows down orders and the regular flow of volume shipments.

Since this problem grows out of a government regulation, it is not one for which the airlines are directly responsible. But it certainly affects their interest.

(Concluded on Page 20)

NEW GIANT OF THE

INDUSTRIAL SOUTH

PRODUCES MIGHTY AIR

FORCE CARGO PLANE

USAF C-130

FIRST TURBO-PROP TRANSPORT FOR MILITARY AIR POWER

HERCULES

OR PEACETIME AIRLIFT

LOCKHEED

AIRCRAFT CORP., GEORGIA DIVISION, MARIETTA, GEORGIA

Look to Lockheed for Leadership

This is the C-130 Hercules, a new Air Force combat cargo plane now in production at Government Aircraft Plant No. 6 (GAP-6) in Marietta, Georgia.

You're going to hear a lot about this plane. The Hercules was designed to function in the new atomic era as a highly mobile, high-speed transport, able to rush men and materiel to vital areas *at less cost*.

The C-130 is the result of a new Air Force-Lockheed concept of tactical mobility. It was engineered specifically to solve problems of loading, unloading, on-board handling, airport limitations and operating costs.

The low fuselage floor, 41 inches off the ground, provides truck-bed loading, while the adjustable tail ramp also permits vehicles to drive directly aboard. And the unique landing gear, combined with the C-130's tremendous power, makes possible short takeoffs and landings even on improvised runways.

Developed for the Tactical Air Command, the Hercules will also drop paratroops and evacuate wounded from forward areas. And its amazingly low operating cost promises greater economy in future peacetime air freight.

LET'S CONSULT

(Continued from Page 17

Not long ago, I helped resolve a similar problem for another shipper, also involving Brazilian government shipping regulations, and import licenses. Some months ago, the practice of clearing import licenses through consulates other than at the gateway was abruptly discontinued. New regulations required all import licenses to be physically in the hands of the consulate at the gateway, before shipments could be cleared.

Previously, all that was required was to present the license to the consulate at point of origin. A wire clearance was then sent to the consulate at the gateway. For the shipper, and every one else concerned, the new procedure was completely unworkable.

This airshipper, like many others, frequently made other and simultaneous shipments both by air and surface from various points in the United States and from different gateways. Many of these were covered by the same license. It was a physical impossibility for one license to be in more than one place at a time.

There was the further danger in shuffling a license around the country, that it might get lost. If this happened, the shipper would have no official record of the shipments charged against his license, or the unused portion.

At the shipper's request, representations were made through airline channels, and others, to appropriate officials in Brazil. In due course, the problem to this and other United States shippers, created by the new procedure, was satisfactorily explained and authority granted to revert to the earlier, more workable procedure of clearing import licenses.

Some airshippers have problems of a different kind. The traffic manager for a major appliance manufacturer who distributes all over the world, frequently by air, has an internal problem related to personnel, which is presently under survey. Traffic personnel, like most people, move on, from time to time, to other jobs, other responsibilities. Problem: how to train and educate replacements when this happens? Answer: bring in a specialist, set up company procedures and manuals that anybody can follow.

It is apparent that airshippers' problems are not exclusively related to traffic and transport. As we have seen, they run the gamut from government red tape to personnel. Frequently they can be resolved most effectively through the services of a specialist, who has dealt with similar or related problems.

Other airshipper problems, and their solutions, will be considered in subsequent articles, with the hope that the solution of one man's problem may help another. What's yours? • • •

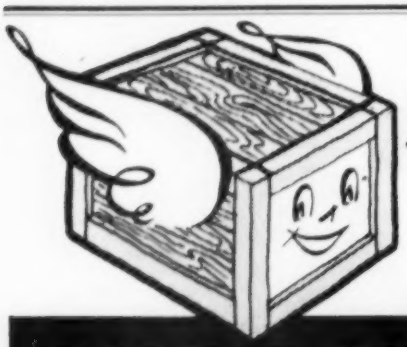
TIME OUT FOR A CHAT

(Continued from Page 17

over and above what the carrier can do.

Q. Such as?

A. Specialized pickup and delivery and documentation for In-



Airfreight will-

REDUCE INVENTORY
INCREASE TURNOVER
in 24 Hours!

All-Cargo flights, Sundays . . . cargo space available on 7 other flights per week.

SHIP IT ANYWHERE VIA
SWISSAIR Cargo
THE FASTER DIRECT ROUTE TO EUROPE AND THE NEAR EAST

10 WEST 49TH STREET ON ROCKEFELLER PLAZA • NEW YORK 20, N. Y. PLaza 7-4433
DIRECT FLIGHTS TO MANCHESTER NOW LEAVING EVERY SUNDAY NIGHT

OVERNIGHT DELIVERY from NEW ORLEANS to all Central America

TACA AIR CARGO

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TACA International AIRLINES

New Orleans: P. O. Box 428, Kenner, La. New York: 22 West 48th Street

ternational shipments just to name a couple.

Q. Do you feel that IATA is maintaining a realistic policy with respect to the air cargo agents?

A. Yes, of course. What IATA wants—and what the airlines want—is air cargo agents who are productive. Unproductive agents are a costly proposition for any carrier to maintain on its books. Are they active? Do they promote air services? Do they advertise? It's ordinary business sense. If the air cargo agent produces, the cargo wants him on its books.

Q. What about TWA's efforts to sell the shipper direct?

A. In our sales campaign we use the three basic means of reaching the shipper and the public—media advertising, direct mail and personal solicitation. Coordinating all three toward one sales object is important. With our media advertising we use various types of publications in order to direct our message to three main groups — traffic people, business management in general and specific industries such as the drug or garment business. You're aware of our ALONG THE WAY advertising campaign.

Q. Yes, I've been reading them for years.

A. We've continued this type of media advertising because the Daniel Starch readership reports have proved them to rank extremely high.

Q. I know that you've been presenting speeches on air freight for quite some time. Are you the sole cargo orator at TWA?

A. Not at all. All members of my staff, as well as our cargo salesmen in every part of the world, do the same.

Q. How many men do you have selling cargo?

A. TWA has over 75 exclusive cargo salesmen and sales supervisors and city freight agents in the United States and overseas. In addition, there are 120 salesmen selling both cargo and passengers. Their job is to sell both the consignor and consignee. We've impressed upon them that the shipper and the receiver are equally important to the carrier.

Q. What is TWA doing to overcome the problem of providing adequate space for shipments?

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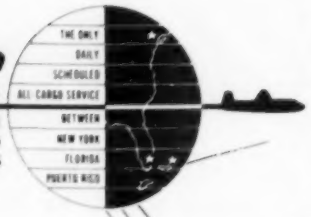

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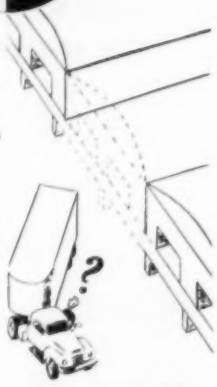

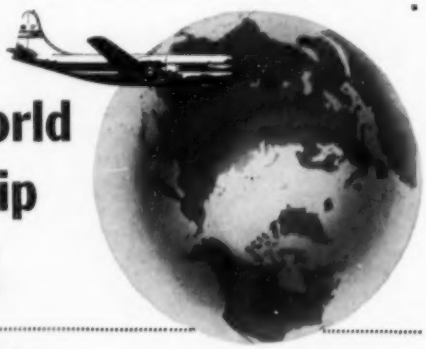

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A. Our experts are working hard to come up with various ideas to take advantage of all available cargo space. The Super-Gs will provide 30% more cargo space on the domestic runs.

Q. What comments would you care to make on the new IATA transatlantic cargo rate structure?

A. Up to this time there has been no agreement reached concerning the transatlantic specific commodity rate structure to be effective after June 30. We anticipate that a rate structure that is fair and equitable for the shippers and carriers will be agreed upon.

Q. What about the IATA committee—the Cargo Development Working Group?

A. We are planning on doing some sales research work which could be the basis of future sales campaigns. John Brancker (IATA traffic director) now has a cargo man on his staff and we expect that a part of his assignment will be devoted to sales engineering activity, the results of which will point up the indirect advantages of shipping by international air cargo. • • •

REPORT FROM LONDON

(Continued from Page 15)

I kept glimpsing the colorful calendars of TWA, Pan Am, Air India, Qantas, and Sabena—but nary a BOAC calendar.) One afternoon at tea in the Cargo Building at London Airport—besides Koster, there were H. G. Terry, mail and cargo officer, and for a brief time, F. W. Kingman, assistant mail and cargo officer—I was invited to inspect the cargo facilities on the field, which I readily accepted. This was no minor chore—neither for Terry, who undertook the job of guide, nor for myself armed with a notebook which was fast becoming depleted.

In the Export Reception Building I ran into a sight over which airline cargo men normally drool and wring their hands like Uriah Heep. Ton upon ton of air shipments, received from both shippers and interline, were separated in a system of bays not unknown to United States carriers. I counted 10 bays, noting the divers destinations in numerical order: North America; India; Singapore; South America; East Africa and South Africa; Australia; Persian Gulf; Middle East; Far East; West Africa.

A code on each label pasted on a shipment indicated its destination. This

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also was an effective means of double checking. All cargoes remained in the bays until manifestation was brought down. I was examining some of the shipments and wondered aloud about the unusual number that had been delivered to the airport packed in what appeared to me to be unnecessarily heavy crates.

"It's amazing how many chaps still crate their stuff like that," Terry said, "particularly Government departments."

Packing Lesson

Here, again, was a mute example of the need to educate shippers on how air cargo can save them money. It probably would have been a valuable lesson to those who had packed their consignments in wooden cases to have observed, only a few feet away, the numerous shipments of heavy aircraft parts wrapped in nothing more than cotton felt.

Later, in the Assembly Building, I studied the numerous cargo-handling procedures, the sum of which made a streamlined operation. A meticulously kept warehouse progress sheet provided an up-to-the minute picture of the facility. A special bay had been set aside for cargoes to be placed aboard aircraft with last-minute space availability. The airport receives a cargo booking sheet some 24 hours in advance of aircraft departure. In some cases, it was explained, certain shippers book several weeks in advance. Shipping agents—in England, where many of them are old and reliable firms, their position and prestige in transportation circles are unique—have been found by BOAC to be extremely cooperative.

"They give us very little trouble," Koster stated. "Approximately 50% of our export cargoes come to us from forwarding agents."

In the Import Warehouse—traditional realm of the bottleneck—I came upon a batch of Associated Press photos. According to regulations, each photo required counting. The handling requirement, which had been different two or three years ago, used to take five minutes; today it consumes about an hour.

Bottleneck

There was a general sad shaking of heads when Customs came into the discussion. Film, Terry said, was a tough item. There were 17 cases of film, shipped by a United States air freight forwarder, which, after weighing or measuring on a special machine, would take four or five hours to clear.

"This bottleneck must be worked out," Terry said. "Customs unfortunately doesn't look upon the method of transport as an excuse for expediting shipments."

He pointed to a consignment of radio tubes and another of tobacco leaves packed in polyethylene bags, then shook his head again. BOAC has its own staff working alongside the Customs officer in order to lend speed to the clearance of shipments.

But while BOAC wrestles with its day-to-day problems, it recognizes the handwriting on the wall. One must

think in terms of expansion these days. In the last five years, Koster told me, the average weight of shipment system-wide has risen from five kilos per package to between 10 and 11 kilos per package.

Animals are intriguing freight—and profitable. As a major jumping-off spot for North America, London Airport has acquired one of the most modern airborne animal facilities in the world—the Air Hostel for Animals, operated by the Royal Society for the Prevention of Cruelty to Animals, and established in October, 1952. I spent a couple of fascinating hours with its manager, Frederick Salmon, a naturalist in zoology.

Animal Traffic

As though he were rattling off a column of bookkeeping figures, Salmon informed me that in the 1953-1954 period, the RSPCA airport facility handled 786,822 animals, birds, fish, reptiles, and other living creatures. During this period, 112,728 monkeys were taken care of by Salmon and his staff. (A shipment of insects is counted as a single unit, I was told.) In his office he showed me the record of a single month: 44 different varieties of animals, including 52,192 creatures—all wild with the exception of 147 cats and dogs. (All breeds of cats are lumped together as one variety of animal, all breeds of dogs, all types of birds, etc.) Any animal held over at the airport for more than two hours must be sent to the Air Hostel. In certain few cases, the carrier can make arrangements to have RSPCA personnel enter the aircraft and feed, water and generally tend to the animals. If an animal shows any sign of illness it will be held over. There is no charge for treatment. The only fees are those for feeding and the use of drugs. All modern drugs are on hand, Salmon indicated, including all the mycins. While the no-charge concept remains as the basis of this service, the RSCPA will accept any donation a shipper or consignee might desire to make.

F. Salmon and cheetah friend

Introducing me to a spic-and-span surgery, the manager of the Air Hostel for Animals confided that frequently he had to use psychology on his charges to keep them well and happy. In the sick bay I noted two orangs, one Rhesus monkey, a loris, and several birds. I couldn't for the life of me tell them apart from the well animals, but Salmon insisted they were under the weather and I bowed to his authority.

The most difficult animals are squirrels and mongoose, he said. On the other hand, lions and tigers pose no problem. Salmon personally prefers orangs and chimps. They are "almost human, respond, are amiable, and are like children."

Salmon takes an understandable pride in the kitchen facilities where meats and fish are kept in a deep freeze. The only installation of its kind in the world, the facility prepares approximately 300 varieties of foods for the airborne animals. The Air Hostel can examine and feed 1,600 animals in three hours.

"The only difference between us and the zoo," Salmon said, "is that the zoo has permanent animals."

To which Koster added with professional pride:

"If the shippers of animals were wise, they'd route via London Airport for the safety of their animals."

Carefully kept statistics show the mortality rate of animals to be negligible. It has dropped steadily to the point where today it is "practically nil."

Roomy stalls accommodate horses and elephants. Iron rings in the floor are for the tethering of the pachyderms. There's even a paddock for horses, which occasionally (to the delight of visitors) are taken over by kangaroos. Monkey traffic is so great that it has restricted traffic of livestock. And as for the dreadfully ill of the incoming members of the Animal Kingdom the RSPCA has poised for action an animal ambulance complete with stretcher.

At Airwork

Between visits to BOAC, I had the opportunity of a pleasant morning's chat with Sir Archibald Hope, Bt., O.B.E., D.F.C., A.C.A., managing director of Airwork, Ltd., parent company of Airwork Atlantic, Ltd. A baronet and a member of the King's Body Guard for Scotland (Royal Company of Archers), he had a distinguished war career which brought him the Distinguished Flying Cross, two mentions in dispatches, and the Order of the British Empire. He joined Airwork 10 years ago.

We discussed the complementary cargo services of Airwork and BOAC, dwelling on the fact that their current association (Airwork concentrates on transatlantic bulk freight, and BOAC on combination passenger-cargo runs) serves the shipper the better. International freight coming into the joint warehouse at Idlewild in New York departs on the first plane available.

Sir Archibald Hope

No Conflict

Is there any conflict in the cargo sales procedures of the two international air carriers? No, Sir Archibald said, Airwork and BOAC were selling their cargo services independently, even though they cooperated in its handling and carriage.

Sir Archibald indicated that before long—possibly by next March—Airwork will go over entirely to DC-6 equipment. I inquired what the chances were for a cargo version of the Bristol *Britannia*. It is his opinion that the *Britannia* might turn out to be a good airfreighter. He pointed to the report that it will operate cheaper than any transport flying today. As for Bristol's *Freighters*, Sir Archibald stated that they were the best type of airfreighter for certain specific jobs.

"I think," he said, "Bristol will be building *Freighters* 10 to 15 years from now."

Quite unexpectedly, and at his invitation, my visit with Sir Archibald wound up in a miniature motion picture studio where I was a one-man audience to a short film on the utilization of the mechanical loading device, Cargon, by Straits Air Freight Express, of New Zealand. (*See March, 1955 AT.*) While scarcely a professional filming job, I would recommend its showing before interested groups in the United States.

For myself, a visit to London without a visit to the Baltic Exchange was unthinkable. I managed this through the courtesy of K. N. Smith, manager of the Aviation Department of E. A. Gibson and Co., Ltd., members of the Exchange.

Here, in the vastness of the trading area in the imposing structure, is an odd mixture of the old and new.

The Baltic goes back a couple of centuries—to the days when Charles

II reigned in England. Then only a meeting place of traders who made deals over a cup of coffee—the place was actually known as the Baltic Coffee House—it gradually lost the aura of an eating place and took on the official mantle of the Baltic Merantile and Shipping Exchange. Even when the Baltic was a coffee house it enjoyed a membership. This, according to the records, approximated 300 traders in wheat, maize, and barley. These days the Baltic numbers some 2,000 among its membership, dealing in commodities from every corner of the earth. (Incidentally, the famous insurance firm of Lloyd's and the London Stock Exchange are outgrowths of coffee houses.)

Old and New

The herringbone floor, the high, spacious ceiling, the vastness of the trading area, and the imposing stained windows were a throwback to the old; and the well-dressed shippers and brokers milling on the floor, the uniformed attendants, and the public address system spoke of the new. Along the marble walls, flanked by occasional statuary, were incongruously old booths such as were used in the coffee houses of the 18th Century. Here and there sat earnest men in pairs, obviously discussing deals of the moment.

Looking down on the shippers and brokers was an amazing collection of coats of arms of old-time city liveries. From the several places where I stood I could study the various coats of arms of the pewterers, leathersellers, brewers, dyers, clothworkers, vinters, ironmongers, salters, painters, curriers, bakers, fallow-chandlers, butchers, masons, plumbers and carpenters—these far from being all those represented.

The Baltic, to borrow Smith's description, is still "a glorified coffee house." A plane- or ship-owner and charterer meet and exchange information. One owns cargo space; the other, cargo. They may repair to another room, conveniently near, where, over a drink (it need not be coffee; there's a well-patronized bar available), they quietly discuss their pending deal. And when agreement has been reached, they shake hands. That's that—the business deal has been closed. The ensuing signing of the contract papers is a mere formality.

Verbal agreements such as the one just described are a cornerstone of the institution; and because the traditional demand of personal integrity is so closely woven into the fabric of the Baltic, it has made the Exchange utterly unique in world trade. It may also partly explain why, in other parts of the world, the Baltic idea has not been altogether successful.

If a principal or shipper does not honor a commitment, he is vulnerable to blackball by the Baltic—a stigma that is tantamount to being finished in the shipping business.

There was, for example, the case of the London shipper and Greek aircraft operator. As the broker in the potential deal, Smith had negotiated price and conditions separately with both parties before each met or even knew the identity of the other. When Smith received a verbal okay from both ends of the deal, he declared to each man who the other was, and they were introduced to each other for the first time. This took place on a Friday when business in London begins to shut down for the weekend. Despite the fact that no papers had been signed, the charter flights were accomplished over Saturday and Sunday. When the contract was signed on Monday, the action was, in effect, an empty formality: the job already was done.

When a firm is put up for membership in the Baltic, its name is published for a period of two weeks. During this time any member may object to acceptance of the applicant. If the objections are found to be valid, the application is refused.

Mutual Cooperation

Baltic Exchange brokers are not restricted to single identities. In numerous instances the member brokers have brokers in different parts of the world, and the latter in turn may have brokers of their own. The effect is that of a spiderweb spread over the globe.

Unlike brokers in some other sections of the world, the Baltic members do not play their cards close to the chest. There is a good deal of cooperation with each other, and the lengths to which many of them consult with their competitors are rather eye-opening to the outsider.

That the air business has invaded the halls of the Baltic Exchange is possibly an augury of the future. But it has a long, long way to go before it begins to strike telling blows in the international trade picture as a whole. And when it does come, the Baltic probably will be the first to reflect it. • • •

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International Airline Cargo Rates

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Air cargo rates quoted in this section refer only to points served *direct* by carriers, or by transhipment aboard aircraft of the *same* company. Interline agreements among most carriers enable shippers to route their cargoes via connecting airlines to nearly every part of the world. Rates are based on prevailing tariffs, airport to airport (see note).

Shippers are warned, however, that these rates are subject to change.

All international rates are quoted on an airport-to-airport service, with the pickup and delivery charges wholly apart.

Air carriers whose schedules and rates are included here are indicated by the letter following the airport symbol (see below).

AIRPORT SYMBOLS

ACG—Anchorage
BAL—Baltimore
BGR—Bangor, Me.
BUJ—Beaumont, Tex.
BOS—Boston
BRO—Brownsville, Tex.
BTV—Burlington, Vt.
CHS—Charleston, S. C.
CHI—Chicago
CLE—Cleveland
CRP—Corpus Christi, Tex.
CTB—Cut Bank, Mont.
DAL—Dallas
DEN—Denver
YIP—Detroit
DLH—Duluth
ELD—El Dorado, Ark.
ELP—El Paso
EVV—Evansville, Ind.
FWA—Fort Wayne, Ind.
FTW—Fort Worth
GFK—Grand Forks, N. D.
GRW—Greenwood, Miss.
BDL—Hartford
HAV—Havana
HOT—Hot Springs, Ark.
HOU—Houston
HNL—Honolulu
IND—Indianapolis
JAN—Jackson, Miss.
JAX—Jacksonville
MKC—Kansas City, Mo.
KIN—Kingston, Jam.
LRD—Laredo
LIT—Little Rock, Ark.
LAX—Los Angeles
MEM—Memphis
MEX—Mexico City
MIA—Miami
MKE—Milwaukee
MSP—Minneapolis-St. Paul
MOB—Mobile
YML—Montreal
MSY—New Orleans
LGA—New York (La Guardia)
IDL—New York (Idlewild)
EWR—Newark
ORF—Norfolk
NLD—Nuevo Laredo, Mex.
OAK—Oakland, Calif.
OMA—Omaha, Nebr.
PUK—Paducah, Ky.
PIA—Peoria, Ill.
PHL—Philadelphia
PIT—Pittsburgh
PDX—Portland, Ore.
PVD—Providence
YOY—Sydney, N. S.
STL—St. Louis
PIE—St. Petersburg
SLC—Salt Lake City
SAT—San Antonio
SFO—San Francisco
SAV—Savannah
SEA—Seattle
SHV—Shreveport, La.
GEG—Spokane, Wash.
SGF—Springfield, Mo.
TPA—Tampa
HUF—Terre Haute, Ind.
TOL—Toledo, Ohio
YTO—Toronto, Ont.
YVR—Vancouver B. C.
DCA—Washington D. C

AIRLINE SYMBOLS

A—American Airlines
AF—Air France
AS—Aerovias Sud Americana
AV—Avianca
AW—Airwork Atlantic, Ltd.
B—Braniff International Airways
BO—British Overseas Airways Corp.
BZ—Brazilian International Airways
C—Colonial Airlines
DC—Delta-C. & S. Air Lines
E—Eastern Air Lines
EL—El Al (Israel Airlines)
I—Icelandic Airlines
IB—Iberia Air Lines of Spain
J—Japan Airlines
K—KLM Royal Dutch Airlines
LI—Linee Aeree Italiane (Italian Airlines)
LU—Lufthansa German Airlines
LV—Lineas Aeropostal Venezolana
N—National Airlines
NE—Northeast Airlines
NW—Northwest Airlines
P—Pan American World Airways and Panagra
Q—Qantas Empire Airways
R—Riddle Airlines
RN—RANSA
S—Sabena Belgian Airlines
SS—Scandinavian Airlines System
SW—Seaboard & Western Airlines
SR—Swissair
T—Trans-Canada Air Lines
TA—TACA International Airlines
TL—Transocean Air Lines
TN—TAN Airlines
TW—Trans World Airlines
U—United Air Lines
W—Western Air Lines

SPECIAL NOTES

COMMODITY RATES: Apply to airlines.

FREIGHT OVER 1,000 POUNDS—Apply to airline for rates

AF: Valuation charge is applicable only on shipments equal to or more than $7.48 per pound.

AW: Minimum charge per shipment is $7.48.

AW—B—K—P: Valuation charge is only on shipments with a declared valuation in excess of $7.48 per gross pound.

L: Shipments of less than 22 lbs. are sent air express.

T: More economical rates are offered for bulk cargo. There is a basic rate for cargoes 25 pounds and less, between 25 pounds and 100 pounds, and over 100 pounds. Consult the airline direct.

TC: Cheaper "deferred" rate available. Contact airline direct.

RATE SYMBOLS

* This involves onward carriage by another airline.
** Per $100 (Canadian Currency) value, pro-rata.
‡ Minimum charge for this shipment is that for 25 lbs.
^ Rate of 25 lbs. or less.
° Minimum weight 50 lbs.
• Per hundredweight.
† Minimum charge per shipment $3.00.
†† Minimum charge per shipment $4.00.
‡‡ Minimum charge per shipment $7.00.
# Minimum charge per shipment $8.00.
c Canadian Currency.
d Daily freighter service.
m Minimum charge under 100 lbs.
tm Truck to Miami.

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Aalborg, Denmark	IDL SS	1.23	.94	...	Su,T,Th
"	LAX SS	1.51	1.19	...	M,Th
Abadan, Iran	IDL SS	1.97	1.48	...	M,Th
Abidjan, Ivory Coast	IDL AF	1.73	1.30	.25	T,Th,Sa,M,W
"	BOS AF	1.76	1.32	.25	Sa
"	CHI AF	1.84	1.39	.25	W,Sa
"	YML AF	1.74	1.31	.25	W,Sa
Abo, Finland	IDL SS	1.33	1.00	.25	Dly
Accra, Br. Gold Coast	IDL P	1.78	1.34	.25	Su,Th
"	BOS P	1.76	1.33	.25	Th
"	BOS BO	1.76	1.33	.25	Th,Sa
"	IDL BO	1.78	1.34	.25	Dly
"	IDL AF	1.78	1.34	.25	M,Th
"	BOS AF	1.76	1.32	.25	Sa
"	CHI AF	1.84	1.39	.25	W,Sa
"	YML AF	1.74	1.31	.25	W,Sa
Addis Ababa, Ethiopia	IDL BO	2.22	1.66	.25	Dly
	BOS BO	2.20	1.65	.25	Th,Sa
Aden, Aden	IDL BO	2.30	1.66	.25	Dly
"	BOS BO	2.19	1.64	.25	Th,Sa
Ahmedabad, India	IDL BO	2.41	1.81	.25	Dly
Ajaccio, Corsica	IDL AF	1.28	.96	.20	Dly except Sa
"	BOS AF	1.26	.95	.20	Sa
"	CHI AF	1.34	1.01	.25	W,Sa
"	YML AF	1.24	.93	.25	W,Sa
Albertville, Belgian Congo	IDL S	2.19	1.64	.40	Th
Alexandria, Egypt	IDL LI	1.64	1.23	.25	
Algiers, Algeria	IDL TW	1.34	1.00	.25	T
"	IDL AF	1.34	1.00	.25	Dly
"	BOS AF	1.32	.99	.25	Sa
"	CHI AF	1.40	1.06	.25	W,Sa
"	YML AF	1.30	.97	.25	W,Sa
"	BOS TW	1.32	.99	.25	T
"	CHI TW	1.39	1.06	.25	T
"	PHL TW	1.35	1.02	.25	T
"	MKC TW	1.47	1.11	.25	T
"	LAX TW	1.61	1.26	.25	M
"	IDL BO	1.34	1.00	.25	.....
"	BOS BO	1.32	.99	.25	.....
Aleppo, Syria	IDL AF	1.76	1.32	.25	T,Th,Sa
"	BOS AF	1.75	1.31	.25	Sa
Amman, Trans Jordan	IDL BO	1.75	1.32	.25	.....
	BOS BO	1.74	1.30	.25	.....
Amsterdam, Neth.	IDL S	1.17	.88	.30	Dly
"	IDL BO	1.17	.88	.20	Dly
"	BOS BO	1.15	.86	.20	Th,Sa
"	MIA BO	1.28	.98	.20	W,Sa
"	IDL P	1.17	.88	.20	Dly ex. Th
"	BOS P	1.15	.86	.20	Dly ex. Th
"	IDL SS	1.17	.88	.20	Dly
"	LAX SS	1.87	1.46	.40	M,Th,Sa
"	IDL SR	1.17	.88	.20	Dly
"	IDL AF	1.17	.88	.20	Dly
"	BOS AF	1.15	.86	.20	.....
Amsterdam (cont'd)	CHI AF	1.23	.93	.25	.....
"	YML AF	1.13	.85	.20	.....
"	IDL K	1.17	.88	.20	Dly
"	YML K	1.12	.84	.22	M,Th
"	IDL SW	.97	.78	...	.....
Anchorage, Alaska	SEA NW	.23	.17	.15	Dly
"	MSP NW	.41	.31	.15	Dly
"	IDL NW	.52	.39	...	Dly
"	CHI NW	.44	.33	...	Dly
Antigua, B.W.I.	IDL P	.34	.26	.15	Su,W
"	MIA P	.25	.19	.15	Su,W
"	MIA BO	.25	.18	.15	W,Sa
"	IDL BO	.34	.26	.15	M,W,Sa
Antilla, Cuba	MIA P	.20	.15	.15	Dly
Antofagasta, Chile	MIA P	1.13	.85	.20	M,Th,F
"	MSY P	1.19	.90	.20	Su,W,Th
"	HOU P	1.22	.92	.25	Th,Sa
"	BRO P	1.22	.92	.25	Su,W,Th
"	LAX P	1.36	1.02	.25	Su,Th
Antwerp, Belgium	IDL S	1.17	.88	...	Dly
"	IDL BO	1.18	.88	...	Dly
"	BOS BO	1.16	.87	...	T,Th
"	YML BO	1.13	.85	...	Su,T,W,Sa
Aracaju, Brazil	IDL P	1.55	1.55	.20	Dly
"	MIA P	1.26	1.26	.20	W,Sa
"	MSY P	1.53	1.53	.20	T,Th
"	HOU P	1.68	1.68	.20	Su,W
"	BRO P	1.60	1.60	.20	T,Th
"	LAX P	1.90	1.90	.20	M,W,F
Araguari, Brazil	MIA BZ	1.13	.75	...	M,W,F
Arecibo, P. R.	MIA R	.15	.12	...	Dly
"	IDL R	.22	.20	...	Dly
Arequipa, Peru	MIA P	1.00	.75	.20	Su
"	MSY P	1.07	.80	.20	Su
"	HOU P	1.09	.82	.20	Sa
"	BRO P	1.09	.82	.20	Sa
"	LAX P	1.22	.92	.20	Th
Arica, Chile	MIA P	1.07	.80	.20	Su
"	MSY P	1.12	.85	.20	Su
"	HOU P	1.16	.87	.20	Sa
"	BRO P	1.16	.87	.20	Sa
"	LAX P	1.22	.92	.20	Su
Armenia, Colombia	MIA AV	.54	.41	.15	M,T,W,F,Su
"	IDL AV	.64	.48	...	Su,T,W,Th,Sa
"	MSY P	.60	.45	...	Su,W
"	HOU P	.63	.48	...	Su,W
"	BRO P	.63	.48	...	M,Th,Sa
"	LAX P	.77	.58	...	Su,T,Th
Aruba, N.W.I.	MIA K	.30	.22	.15	Dly
"	YML K	.45	.35	.15	Dly
"	MIA RN	.30	.23	.15	Th
Asmara, Eritrea	IDL BO	2.07	1.56	.25	Dly
"	BOS BO	2.06	1.54	.25	Dly
"	IDL SR	2.08	1.56	.25	Dly except M
Asuncion, Paraguay	BRO B	1.49	1.12	.40	M,F
"	CHI B	1.50	1.13	.40	M,F
"	CRP B	1.49	1.12	.40	M,F
"	DAL B	1.50	1.13	.40	M,F
"	FTW B	1.50	1.13	.40	M,F
"	HOU B	1.49	1.12	.40	M,F
"	LRD B	1.55	1.17	.40	M,F
"	MIA B	1.39	1.05	.40	M,F
"	SAT B	1.50	1.13	.40	M,F
"	IDL P	1.47	1.11	...	Th
"	HOU P	1.49	1.12	...	W,F
"	BRO P	1.49	1.12	...	Th
"	LAX P	1.39	1.05	...	T,Th
"	MIA P	1.39	1.05	...	Dly
Athens, Greece	IDL LI	1.59	1.19	.25	M,W,F
"	IDL BO	1.61	1.21	.25	Dly
"	MIA BO	1.72	1.31	.25	Dly
"	BOS BO	1.59	1.19	.25	Dly
"	IDL AF	1.61	1.21	.25	Su,T,W,F
"	BOS AF	1.59	1.19	.25	Sa
"	CHI AF	1.67	1.26	.25	W,Su
"	YML AF	1.57	1.18	.25	W,Su
"	IDL K	1.61	1.21	.20	Su,M,W,Th
"	YML K	1.56	1.17	.25	M,Th
"	IDL EL	1.61	1.21	.25	Su,T,F
"	IDL SS	1.61	1.21	.25	Dly
"	LAX SS	1.87	1.46	.40	M,Th,Sa
"	IDL TW	1.61	1.21	.25	Dly except Fr
"	CHI TW	1.66	1.26	.25	Dly
"	PHL TW	1.62	1.22	.25	Dly except Fr
"	MKC TW	1.73	1.32	.25	Dly
"	LAX TW	1.87	1.46	.25	Dly
"	BOS TW	1.50	1.19	...	Su,M,Th
"	IDL S	1.61	1.21	.30	Su,T,F
"	IDL SR	1.61	1.21	.25	Dly
"	IDL SW	1.28	1.03	.20	.....
Auckland, N. Z.	LAX P	2.04	1.53	.20	M,W,Sa
"	SFO P	2.04	1.53	.20	M,W,Sa
"	PDX P	2.04	1.53	.20	M,T,F
"	SEA P	2.04	1.53	.20	M,T,F
"	SFO Q	2.04	1.53	...	M,W,F
"	YVR Q	2.04	1.53	...	Su
"	BOS BO	3.89	2.92	.25	Th,Sa
"	IDL BO	3.91	2.93	.25	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Baghdad, Iraq	IDL BO	1.93	1.45	.25	Dly
"	BOS BO	1.91	1.43	.25	Th,Sa
"	IDL K	1.89	1.42	.20	Su,T,Th
"	YML K	1.85	1.39	.25	Th
"	IDL SS	1.93	1.45	.40	M,F
"	IDL P	1.93	1.45	.25	M,W,F,Sa
"	BOS P	1.91	1.43	.	M,W,F,Sa
"	IDL AF	1.93	1.45	.25	Su,T,W
"	BOS AF	1.91	1.43	.25	Sa
"	YML AF	1.89	1.42	.25	W,Sa
"	CHI AF	1.99	1.50	.25	W,Sa
"	IDL EL	1.93	1.45	.25	Su,T,F
Bahia, Brazil (*See San Salvador*)					
Bahrein, Arabia	IDL BO	2.04	1.53	.25	Dly
"	BOS BO	2.03	1.52	.25	W,Sa
Bakwanga, Bel. Con.	IDL S	2.34	1.75	.40	M,Th
Balboa, Canal Zone	MIA P	.39	.20	.15	Dly
"	MSY P	.45	.34	.15	Dly ex. M,F
"	HOU P	.48	.37	.15	Dly
"	BRO P	.48	.37	.15	Dly except Su
"	LAX P	.61	.46	.15	T,Th,Sa
"	BRO B	.48	.36	.20	M,Th,F,Sa
"	CRP B	.48	.36	.20	M,Th,F,Sa
"	DAL B	.51	.38	.20	M,Th,F,Sa
"	FTW B	.51	.38	.20	M,Th,F,Sa
"	HOV B	.48	.36	.20	M,Th,F,Sa
"	LRD B	.54	.41	.20	M,Th,F,Sa
"	MIA B	.39	.40	.20	Dly except W
"	SAT B	.51	.38	.20	M,Th,F,Sa
"	MSY TA	.45	.24	.	W
Bamako, Fr. W. Afr.	IDL AF	1.78	1.34	.25	Th
"	BOS AF	1.76	1.32	.25	Sa
"	CHI AF	1.84	1.39	.25	W,Sa
"	YML AF	1.74	1.31	.25	W,Sa
Bangkok, Siam	IDL P	2.86	2.15	.33	Dly except Th
"	PDX P	2.77	2.08	.33	Su,T,Th
"	SEA P	2.77	2.08	.33	Su,T,Th
"	LAX P	2.77	2.08	.33	M,W,F,Sa
"	BOS P	2.99	2.25	.33	Dly except Th
"	SFO P	2.77	2.08	.33	Su,T,Th
"	IDL SS	2.86	2.15	.40	T,Th,Sa
"	LAX SS	3.13	2.40	.40	M,Th,Sa
"	IDL AF	2.86	2.15	.25	Sa
"	BOS AF	2.84	2.13	.25	Sa
"	CHI AF	2.92	2.20	.25	W,Sa
"	YML AF	2.82	2.12	.25	W,Sa
"	IDL BO	2.86	2.15	.33	Dly
"	BOS BO	2.84	2.13	.33	Th,Sa
"	IDL K	3.01	2.25	.33	Dly
"	YML K	2.74	2.05	.27	M,Th,Sa
Bangui, Fr. Eq. Afr.	IDL S	2.30	1.72	.40	T
"	IDL AF	2.09	1.57	.25	Sa
"	BOS AF	2.07	1.55	.25	Sa
"	CHI AF	2.15	1.62	.25	W,Sa
"	YML AF	2.05	1.54	.25	W,Sa
Ban'ville, Bel. Con.	IDL S	2.18	1.63	.40	Sa
Baracoa, Cuba	MIA P	.18	.14	.07	Dly
Barbados, B.W.I.	IDL BO	.44	.33	.15	Dly
"	MIA BO	.33	.23	.	W,Sa
Barcelona, Spain	IDL AF	1.27	.95	.25	Sa,T,F
"	BOS AF	1.25	.94	.25	Sa
"	CHI AF	1.33	1.01	.25	W,Sa
"	YML AF	1.23	.92	.25	W,Sa
"	IDL IB	1.27	.95	.25	M,W,F
"	IDL S	1.27	.95	.40	M,Th
"	IDL P	1.27	.95	.25	M,F
"	BOS P	1.25	.94	.25	M,F
"	IDL SR	1.27	.95	.25	Dly ex. M,T
"	IDL SS	1.27	.95	.40	T,F
"	IDL BO	1.27	.95	.25	Dly
"	MIA BO	1.38	1.05	.20	W,Sa
"	BOS BO	1.25	.94	.25	Th,Sa
"	IDL K	1.27	.95	.25	M,Th,F,Sa,W
Barcelona, Venezuela	CHI DC	.52	.35	.15	Dly
"	YIP DC	.52	.35	.15	Dly
"	HOU DC	.49	.34	.15	Dly
"	MEM DC	.49	.32	.15	Dly
"	MSY DC	.45	.30	.15	Dly
"	IDL LV	.51	.39	.	Dly except M
"	MIA RN	.41	.31	.15	W
Barranca, Bermeja, Col.	MIA AV	.54	.41	.15	Dly ex. M,F
"	IDL AV	.64	.48	.15	Dly ex. M,F
"	MIA P	.54	.41	.	Dly
"	MSY P	.60	.45	.	M,T,Th,F,Sa
"	BRO P	.63	.48	.	M,Th,Sa
"	HOU P	.63	.48	.	Su,W
Barranquilla, Col.	MIA AV	.39	.20	.15	Dly ex. M,F
"	IDL AV	.49	.37	.15	M,F
"	MSY P	.45	.34	.15	M,F
"	HOU P	.48	.37	.15	Su,T,Th
"	BRO P	.48	.37	.15	T,Th
"	LAX P	.63	.47	.15	M,W,F
"	MIA K	.39	.29	.15	T,W,F,Sa
"	YML K	.54	.41	.15	M
"	IDL K	.49	.37	.15	Su,T,F
Basankusu, Belgian Congo	IDL S	2.25	1.69	.40	Sa,Su
Basle, Switzerland	IDL SR	1.24	.93	.25	Dly
"	IDL BO	1.24	.93	.25	Dly
"	BOS BO	1.22	.92	.20	Th,Sa
"	IDL AF	1.24	.93	.25	. . . . .
"	BOS AF	1.22	.92	.25	. . . . .
"	CHI AF	1.30	.99	.25	. . . . .
"	IDL AW	1.24	.93	.40	Th
"	YML AW	1.20	.90	.30	Th
"	YML AF	1.20	.90	.20	. . . . .
"	IDL SS	1.24	.93	.40	Dly
Basra, Iraq	IDL K	1.93	1.45	.20	F,T
"	YML K	1.89	1.42	.25	F
"	MIA BO	2.05	1.56	.25	W,Sa
"	BOS BO	1.95	1.46	.20	Th,Sa
"	IDL BO	1.96	1.47	.20	Dly
"	IDL TW	1.96	1.47	.25	Su,T
"	PHL TW	1.98	1.49	.25	Su,T
"	CHI TW	2.02	1.52	.25	Su,T
"	MKC TW	2.09	1.58	.25	Su,T
"	LAX TW	2.23	1.73	.25	M,Sa
"	IDL P	1.96	1.47	.25	W
"	BOS P	1.95	1.46	.25	W
Bastia, Corsica	IDL AF	1.28	.96	.20	Dly except F
"	BOS AF	1.26	.95	.25	Sa
"	CHI AF	1.34	1.01	.25	W,Sa
"	YML AF	1.24	.93	.25	W,Sa
Bayamo, Cuba	MIA P	.14	.11	.07	Dly
Beirut, Lebanon	IDL AF	1.75	1.32	.25	Su,T,W,F,Sa
"	BOS AF	1.74	1.30	.25	Sa
"	CHI AF	1.81	1.37	.25	W,Sa
"	YML AF	1.71	1.29	.25	W,Sa
"	IDL SS	1.75	1.32	.40	Dly
"	IDL S	1.75	1.32	.40	Sa
"	IDL P	1.75	1.32	.20	M,W,F,Sa
"	BOS P	1.74	1.30	.20	M,W,F,Sa
"	IDL K	1.72	1.29	.25	Dly except Th
"	YML K	1.68	1.26	.25	M,Sa
"	IDL BO	1.75	1.32	.25	Dly
"	MIA BO	1.84	1.39	.25	W,Sa
"	BOS BO	1.74	1.30	.25	Th,Sa
"	YML BO	1.68	1.26	.25	M,W,F,Sa
"	IDL SR	1.75	1.32	.25	Dly
Belem, Brazil	IDL P	.94	.71	.20	Su,T,W
"	MIA P	.89	.67	.20	Sa
"	MSY P	1.28	.97	.25	Su,W
"	HOU P	1.38	1.04	.25	T,Th
"	BRO P	1.31	.98	.25	T,Th
"	LAX P	1.56	1.56	.25	T
"	IDL AL	.94	.68	.	F
Belfast, N. Ireland	IDL BO	1.08	.81	.20	Dly
"	MIA BO	1.19	.91	.20	W,Sa
"	BOS BO	1.06	.79	.20	Th,Sa
"	IDL SS	1.08	.81	.30	Dly
Belgrade, Yugoslavia	IDL SR	1.52	1.14	.25	Dly
"	IDL BO	1.52	1.14	.25	Dly
"	BOS BO	1.50	1.13	.25	Th,Sa
"	IDL S	1.52	1.14	.40	M,Th
"	IDL K	1.52	1.14	.	Dly
Belize, Br. Hond.	MSY TA	.33	.16	.	F,T
"	MEX TA	.33	.24	.	F,T
"	IDL BO	.53	.48	.15	F,Sa,Su
"	MIA BO	.53	.40	.15	W,Sa
"	PIE AS	.25	.14	.	Dly
Bello-Horisonte, Brazil	IDL P	1.65	1.65	.20	Dly except M
"	MIA P	1.44	1.44	.20	T,Th,Sa
"	MSY P	1.56	1.56	.20	M,F
"	HOU P	1.77	1.77	.20	M,F
"	BRO P	1.69	1.69	.20	T,Th
"	LAX P	1.99	1.99	.20	M,W,F
Bergen, Norway	IDL BO	1.36	1.02	.25	Dly
Berlin, Germany	IDL BO	1.30	.98	.25	Dly
"	BOS BO	1.29	.97	.25	W,Sa
"	IDL AF	1.31	.98	.25	Dly
"	BOS AF	1.29	.97	.25	F
"	CHI AF	1.36	1.03	.25	. . . . .
"	YML AF	1.26	.95	.25	. . . . .
"	BOS P	1.28	.97	.25	Dly
"	IDL P	1.31	.98	.25	Dly
"	IDL SR	1.31	.98	.25	Dly
"	IDL S	1.30	.98	.40	M,F
"	IDL SS	1.30	.98	.40	Dly
"	LAX SS	1.57	1.23	.40	M,Th,Sa
Bermuda	LGA C	.20	.15	.10	Dly
"	DCA C	.15	.10	.10	Sa,M
"	IDL P	.20	.15	.07	Dly
"	BOS P	.20	.15	.07	Dly
"	YML T**	.25	.19	.05	Su,W
"	YTO T**	.25	.19	.05	Su,W
"	BOS BO	.20	.15	.07	Th,Sa
"	MIA BQ	.25	.19	.05	W,Sa
"	IDL BO	.20	.15	.07	Su,F,Sa
Berne, Switzerland	IDL BO	1.24	.93	.25	Dly
"	IDL SR	1.24	.93	. . .	Dly
Birmingham, England	BOS BO	1.06	.80	.20	Th,Sa
	IDL BO	1.08	.81	.20	Dly
Blantyre, Nyasaland	IDL BO	2.09	1.57	.25	Dly
"	BOS BO	2.09	1.57	.25	W,Sa
Bloemfontein, So. Africa	IDL BO	2.17	1.63	.25	Dly
	BOS BO	2.15	1.61	.25	W,Sa
Bobo, Dioulasso, Fr. W. Afr.	IDL AF	2.09	1.57	.25	W
	BOS AF	2.07	1.55	.25	Sa
"	CHI AF	2.15	1.62	.25	W,Sa
"	YML AF	2.05	1.54	.25	W,Sa
Boende, Bel. Congo	IDL S	2.22	1.67	.40	Th,Su
Bogota, Colombia	MSY P	.60	.45	.15	Su,W
"	IDL AV	.64	.48	.15	M,T,W,F,Su
"	MIA AV	.54	.41	.15	Dly ex. Th,Sa
"	PIE AS	.50	.28	.15	Su,W
Bombay, India	IDL BO	2.44	1.83	.25	Dly
"	MIA BO	2.40	1.88	.25	W,Sa
"	BOS BO	2.42	1.82	.25	Th,Sa
"	CHI TW	2.49	1.88	.25	Su,T
"	IDL TW	2.44	1.83	.25	Su,T
"	PHL TW	2.45	1.85	.25	Su,T
"	MKC TW	2.57	1.94	.25	Su,T
"	LAX TW	2.71	2.09	.25	Su,M
Bonaire, N.W.I.	MIA K	.30	.22	.15	Dly
Bordeaux, France	IDL AF	1.22	.91	.25	M,W,Th,F
"	BOS AF	1.20	.90	.20	Sa
"	CHI AF	1.28	.97	.25	W,Sa
"	YML AF	1.18	.88	.20	W,Sa
"	IDL BO	1.22	.91	.25	Dly
Brazzaville, Fr. Eq. Af.	IDL AF	2.09	1.57	.25	M,T,Sa
	BOS AF	2.07	1.55	.25	Sa
"	CHI AF	2.15	1.62	.25	W,Sa
"	YML AF	2.05	1.54	.25	W,Sa
"	IDL BO	2.09	1.56	.25	.
"	BOS BO	2.07	1.55	.25	.
"	IDL K	2.03	1.52	.33	T,Sa
"	YML K	1.99	1.49	.25	Sa
Bremen, Germany	IDL SS	1.24	.93	.40	Dly
"	IDL P	1.24	.93	.20	M,Th,Sa
"	BOS P	1.22	.92	.20	Sa
"	IDL K	1.24	.93	.25	Dly
"	IDL BO	1.24	.93	.25	Dly
"	IDL SR	1.25	.94	.25	Dly
Bridgetown, Barbados	YML T	.49	.37	.15	**W
	YTO T	.49	.37	.15	**W
Brisbane, Aust.	IDL AF	3.44	2.58	.25	F
"	BOS AF	3.42	2.57	.25	Sa
"	CHI AF	3.50	2.63	.25	W,Sa
"	YML AF	3.40	2.55	.25	W,Sa

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Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Brussels, Belgium	IDL S	1 17	88	20	Dly
"	IDL P	1 17	88		Dly
"	BOS P	1 15	86	20	Dly
"	IDL SW	92	73	20	
"	IDL SS	1 17	88	40	Dly
"	LAX SS	1 42	1 13	40	M,Th,Sa
"	IDL AF	1 17	88	20	Dly
"	BOS AF	1 15	86	20	T,Sa
"	CHI AF	1 30	99	25	
"	YML AF	1 13	85	20	
"	IDL K	1 17	85	20	Dly
"	YML K	1 12	84	20	M,Th,Sa
"	IDL BO	1 17	88	25	Dly
"	IDL SR	1 17	86	20	Dly
Bucaramanga, Colombia	MIA AV	54	41	15	Dly ex. Th,Sa
"	IDL AV	64	48	15	Dly
"	HOU P	63	48	15	Su,W
"	LAX P	77	58	15	Su,T,Th
Bucharest, Rumania	IDL SS	1 63	1 22		W
"	YML T	1 59	1 20		
Budapest, Hungary	IDL SS	1 49	1 12		W
"	YML T	1 45	1 09		
Bumba, Bel. Congo	IDL S	2 19	1 64	25	Sa
Buenos Aires, Argentina	IDL P	1 55	1 16	20	Dly
"	MIA P	1 47	1 13	20	Dly
"	MSY P	1 53	1 15	20	M,F
"	HOU P	1 56	1 17	20	Su,W,Th
"	BRO P	1 55	1 16	20	Dly except Su
"	LAX P	1 69	1 37	20	W,F
"	BRO B	1 56	1 17	40	M,F
"	CRP B	1 56	1 17	40	M,F
"	DAL B	1 59	1 20	40	M,F
"	FTW B	1 59	1 20	40	M,F
"	HOU B	1 56	1 17	40	M,F
"	LRD B	1 61	1 21	40	M,F
"	MIA B	1 47	1 10	40	M,F
"	SAT B	1 56	1 17	40	M,F
Bukavu, Bel. Con.	IDL S	2 09	1 56	40	Th,Su
"	IDL S	2 09	1 56	40	Dly
Bulawayo, S. Rhodesia	IDL BO	2 09	1 57	20	Dly
	MIA BO	2 15	1 62	20	W,Sa
"	BOS BO	2 07	1 55	20	Th,Sa
Cagliari, Italy	IDL LI	1 46	1 09	25	Dly except Su
Caibarien, Cuba	MIA P	14	11	07	Dly
Cairo, Egypt	IDL S	1 75	1 32	40	M,T,F
"	IDL BO	1 75	1 32	25	Dly
"	MIA BO	1 84	1 39	25	W,Sa
"	BOS BO	1 74	1 30	25	Th,Sa
"	IDL AF	1 75	1 32	25	T,W,Th,Sa
"	BOS AF	1 74	1 30	25	Sa
"	CHI AF	1 81	1 37	25	W,Sa
"	YML AF	1 71	1 29	25	W,Sa
"	IDL LI	1 78	1 32	25	F
"	IDL K	1 72	1 29	25	Dly
"	YML K	1 68	1 26	25	M,Th,Sa
"	IDL SS	1 75	1 32	40	M,W,Sa
"	IDL TW	1 75	1 32	25	Dly except Sa
"	CHI TW	1 81	1 37	25	Dly
"	LAX TW	2 02	1 57	25	Dly
"	PHL TW	1 77	1 33	25	Dly
"	MKC TW	1 88	1 42	25	Dly
"	IDL SR	1 75	1 32	25	M,T,F
"	IDL SW	1 46	1 10	20	
"	IDL P	1 75	1 32		M,W,Th,F
Calcutta, India	IDL P	2 56	1 92	20	T,Th
"	BOS P	2 55	1 91	20	T,Th
"	PDX P	3 04	2 28	20	M,W
"	SEA P	3 04	2 28	20	M,W
"	SFO P	3 04	2 28	20	M
"	LAX P	3 04	2 28	20	M,W
"	IDL SS	2 56	1 92	40	T
"	IDL K	3 28	2 46	20	M,W,Sa
"	YML K	3 28	2 46	20	M,Sa
"	IDL BO	2 56	1 92	20	Su,W
"	BOS BO	2 55	1 91	20	W,F,Sa
"	IDL AF	2 56	1 92	25	Su,T,W,Sa
"	BOS AF	2 55	1 91	25	Sa
"	CHI AF	2 62	1 98	25	W,Sa
"	YML AF	2 52	1 89	25	W,Sa
Calgary, Alb., Can.	IDL T	.26	21 .10*	10	Dly
Cali, Colombia	MIA P	.84	.41	.15	Dly
"	IDL AV	64	48	.15	Dly
"	MSY P	60	45	.15	Dly ex. Th,Sa
"	MIA AV	84	41	.15	M,T,W,F,Su
"	HOU P	63	48	.15	Dly
"	BRO P	63	47	.15	Dly except Su
"	LAX P	78	57	.15	M,W,F
Camaguey, Cuba	MIA P	12	09	.025	Dly
Campeche, Mexico	MIA P	29	22	07	Dly
"	MSY P	25	19	07	Su,T,Th,Sa
"	HOU P	30	23	07	Dly
Canaanes, Son., Mex.	MEX L	23	19	25	Dly
Canton Island	LAX P	1 34	1 00	20	Su,Th
"	SFO P	1 34	1 00	20	Su,Th
"	PDX P	1 34	1 00	20	Su,Th
"	SEA P	1 34	1 00	20	Su,Th
"	YVR Q	1 34	1 00		Su
Capetown, U. S. Af.	IDL BO	2 38	1 79	25	Dly
"	BOS BO	2 37	1 78	25	Th,Sa
Caracas, Venezuela (*See La Guaira*)					
Cartagena, Colombia	IDL AV	56	43	15	Dly
"	MIA AV	46	35	15	M,T,W,F,Su
"	MSX P	53	40		Su,W
"	BRO P	55	42		M,Th,Sa
"	HOU P	55	42		Su,W
"	LAX P	69	52		Dly
Casablanca, Fr. Morocco	BOS AF	1 24	93	25	Sa
	IDL AF	1 26	95	25	Dly
"	CHI AF	1 32	1 00	25	W,Sa
"	YML AF	1 22	92	25	W,Sa
"	IDL S	1 26	95	40	Th
"	IDL BO	1 26	95	25	
"	BOS BO	1 24	93	25	

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Catania, Italy	IDL LI	1 35	96	.35	Dly
Cayenne, Fr. Guiana	IDL P	.70	53	.15	M,T
"	MIA P	63	48	.15	T
"	MIA K	63	48	.15	M
"	MSY P	70	53	.15	Su
"	HOU P	73	55	.15	Su
"	BRO P	73	55	.15	T
"	LAX P	87	66	20	Su
Cayo Mambi, Cuba	MIA P	18	14	07	Dly
Chetmual, Mexico	MIA P	33	25	07	Su,T,Th
"	BRO P	31	24	07	M,Th,Sa
"	HOU P	34	25		Dly
"	LAX P	48	36	.07	M,W,F
Chittagong, Pak.	IDL BO	2 64	1 98	25	
Christiansand, Norway	YML K	1 20	90	20	M,Sa
"	IDL S	1 25	94	25	M,Th,Sa
"	IDL SS	1 24	93	40	Dly
C. del Carmen, Mexico	MIA P	31	24	07	Dly
	MSY P	28	21	07	Sa,Su,T,Th
Ciudad Trujillo, DR.	IDL P	25	21	.15	Dly
"	MIA P	15	12	.15	Dly
"	CHI DC	38	24	12	M,T,Sa
"	YIP DC	27	23	12	M,T,Sa
"	HOU DC	25	22	12	M,T,Sa
"	MSY DC	22	18	12	M,T,Sa
"	MEM DC	26	21	12	M,T,Sa
"	MIA K	15	12	15	F
Cochabamba, Bolivia	MIA P	1 13	85	20	Su,M,W,Th
	MSY P	1 19	90	30	Su,M,Th
"	HOU P	1 22	92	20	Sa,Su,T,W
"	BRO P	1 22	92	20	Sa,Su,Th
"	LAX P	1 36	1 02	20	M,W
Cologne, Germany	IDL S	1 21	91	30	Su,T,Th
"	IDL BO	1 21	91	20	Dly
"	BOS BO	1 19	90	20	Dly
"	IDL AF	1 21	91	30	M,T,W,Th,F
"	BOS AF	1 19	90	20	Sa
"	CHI AF	1 27	96	.25	W,Sa
"	YML AF	1 17	88	30	W,Sa
"	IDL P	1 21	91		Dly
"	BOS P	1 19	90		Dly
Colombo, Ceylon	IDL BO	2 58	1 94	.26	Dly
"	BOS BO	2 57	1 93	.25	Th,Sa
"	IDL TW	2 58	1 94	.25	Su,T
"	CHI TW	2 64	1 99	.25	Su,T
"	LAX TW	2 85	2 19	.25	Sa,M
"	PHL TW	2 60	1 96	.25	Su,T
"	MKC TW	2 71	2 05	.25	Su,T
Conakry, Fr. W. Af.	IDL AF	1 50	1 20	.25	T,Sa,Su
"	BOS AF	1 57	1 18	.25	Sa
"	CHI AF	1 65	1 25	.25	W,Sa
"	YML AF	1 55	1 16	.25	W,Sa
Concepcion, Bolivia	MIA P	1 17	87	.20	M,Th
"	MSY P	1 22	92	.25	M,Th
"	HOU P	1 25	94	.25	Sa,W
"	BRO P	1 25	94	.25	Su,W
"	LAX P	1 39	1 05	.25	M
Copenhagen, Den.	IDL SS	1 24	93	40	Dly
"	LAX SS	1 51	1 19	40	M,Th,Sa
"	IDL S	1 24	93	40	Dly
"	IDL SR	1 25	94	25	Dly
"	IDL K	1 25	94	20	Dly
"	YML K	1 24	93	20	W,F,Sa
"	BOS P	1 23	92	20	Sa,T
"	IDL P	1 25	94	30	Sa,T
"	IDL BO	1 24	93	25	Dly
"	IDL AF	1 25	94	25	Su,M,Th,F
"	BOS AF	1 23	92	25	Sa
"	CHI AF	1 30	99	25	W,Sa
"	YML AF	1 21	91	20	W,Sa
Coquilhatville, Bel.Co.	IDL S	2 25	1 69	40	Th,Su
Cotonou, Fr. W. Afr.	IDL AF	1 78	1 34	25	M
"	BOS AF	1 76	1 32	25	Sa
"	CHI AF	1 84	1 33	25	W,Sa
"	YML AF	1 74	1 31	25	W,Sa
Cristobal, Canal Zone	MIA P	.39	30		Dly
	MSY P	45	34	.15	Dly except W
"	HOU P	48	37	.15	Dly
"	BRO P	48	37	.15	Dy except Su
"	LAX P	61	46	.15	M,W,F
Cucuta, Colombia	IDL AV	64	48		Dly
"	MIA AV	39	30		Su,T,W,Th,Sa
"	BRO P	63	48		M,Th,Sa
"	HOU P	63	48		Dly
"	LAX P	78	58		Su,T,W,Th,Sa
Cuenca, Ecuador	MIA P	67	50	.15	Su,T,Th,F
"	IDL P	77	58	.15	Su,T,Th,F
"	MSY P	73	55	.15	Su,T,Th
"	HOU P	76	57	.15	Sa,M,W
"	BRO P	76	57	.15	Dly except Su
"	LAX P	89	67	.15	W
Curacao, N.W.I.	IDL P	40	31	.15	M,W
"	MIA P	30	23	.15	Su,W,Th,Sa
"	IDL K	40	31	.15	Dly
"	MIA K	30	23	.15	Dly
"	YML K	45	35	.15	T,F
"	MIA RN	30	23	.15	F
Curityba, Brazil	IDL P	1 68	1 68	.20	Dly except M
"	MIA P	1 46	1 46	.20	T,Th,Sa
"	MSY P	1 61	1 61	.20	M,F
"	HOU P	1 83	1 83	.20	T,Th,Su
"	BRO P	1 75	1 75	.20	T,Th
"	LAX P	2 06	2 06	.20	M,W,F
Dacca, Pakistan	IDL BO	2 56	1 92	.25	Dly
"	BOS BO	2 52	1 91	.25	W,Sa
Dakar, Senegal	IDL P	1 42	1 07	.20	Su,Th
Fr. W. Africa	IDL AF	1 42	1 07	.25	T,W,Th,Sa,Su
"	BOS AF	1 40	1 05	.25	Sa
"	CHI AF	1 48	1 12	.25	W,Sa
"	YML AF	1 38	1 04	.25	W,Sa
"	IDL BO	1 42	1 07	.25	

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depar.
Damascus, Syria	IDL P	1.75	1.32	.25	M,W
"	BOS P	1.74	1.30	.25	M,W
"	IDL AF	1.75	1.32	.25	W,Sa
"	BOS AF	1.74	1.30	.25	Sa
"	CHI AF	1.81	1.37	.25	W,Sa
"	YML AF	1.71	1.29	.25	W,Sa
"	IDL BO	1.75	1.32	.25	Dly
"	MIA BO	1.84	1.39	.25	W,Sa
"	BOS BO	1.74	1.30	.25	Th,Sa
"	IDL SS	1.75	1.32	.40	F
"	LAX SS	2.02	1.57	.40	Th
"	IDL K	1.72	1.29	.25	Su,Th,Sa
"	IDL SW	1.43	1.10	.20	
Dar-es-Salaam, Tanganyika	IDL S	2.09	1.56	.40	Th,Su
	MIA BO	2.15	1.62	.25	W,Sa
"	BOS BO	2.07	1.55	.25	Th,Sa
"	IDL BO	2.09	1.56	.25	Dly
Darwin, Australia	IDL BO	3.16	2.37	.25	Dly
"	BOS BO	3.14	2.36	.25	Th,Sa
"	IDL AF	3.16	2.37	.25	F
"	BOS AF	3.14	2.36	.25	Sa
"	CHI AF	3.22	2.42	.25	W,Sa
"	YML AF	3.12	2.34	.25	W,Sa
Delhi, India	IDL BO	2.45	1.85	.20	Dly
"	MIA BO	2.51	1.90	.20	W,Sa
"	BOS BO	2.44	1.83	.20	Th,Sa
"	IDL P	2.46	1.85	.20	M,T,Th
"	BOS P	2.44	1.83	.20	M,T,Th
"	LAX P	3.23	2.43	.20	M,W
"	SFO P	3.23	2.43	.20	M,F,Sa
"	PDX P	3.23	2.43	.20	M,F,Sa
"	SEA P	3.23	2.43	.20	M,F,Sa
Dhahran, Saudi Arabia	IDL TW	2.04	1.53	.25	Su,T
"	CHI TW	2.10	1.58	.25	Su,T
"	PHL TW	2.06	1.55	.25	Su,T
"	MKC TW	2.17	1.64	.25	Su,T
"	LAX TW	2.31	1.79	.25	Sa,M
"	IDL K	2.00	1.50	.25	T,F
"	YML K	1.93	1.47	.27	
"	IDL BO	2.04	1.53	.25	Dly
"	IDL SS	2.04	1.53	.40	M
Dieago Suarez, Madag.	IDL AF	2.92	2.19	.25	T
	BOS AF	2.90	2.18	.25	Sa
"	CHI AF	2.98	2.24	.25	W,Sa
"	YML AF	2.88	2.16	.25	W,Sa
"	IDL BO	2.16	1.62	.25	Dly
Douala, Fr. W. Africa	IDL AF	2.04	1.53	.25	T,W,F,M
	BOS AF	2.02	1.53	.25	Sa
"	CHI AF	2.10	1.58	.25	W,Sa
"	YML AF	2.00	1.50	.25	W,Sa
Dublin, Eire	UL K	.98	.74	.20	Su
"	IDL K*	1.03	.77	.22	Dly
"	IDL BO	1.03	.77	.20	Dly
"	BOS BO	1.01	.76	.20	Dly
Durban, So. Afr.	IDL BO	2.21	1.66	.25	Dly
"	BOS BO	2.19	1.64	.25	Th,Sa
Dusseldorf, Ger.	IDL SS	1.21	.91	.40	Dly
"	IDL SS	1.47	1.16	.40	M,Th,Sa
"	IDL S	1.21	.91	.30	Dly except Sa
"	IDL K	1.21	.91	.20	Dly
"	YML K	1.17	.88	.20	M,Th,Sa
"	IDL AF	1.21	.91	.20	Dly
"	BOS AF	1.19	.90	.20	Sa
"	CHI AF	1.27	.96	.25	W,Sa
"	YML AF	1.17	.88	.20	W,Sa
"	IDL AW	1.21	.91	.40	T,Th
"	YML AW	1.17	.88	.30	Th
"	BOS P	1.19	.89	.20	Sa
"	IDL P	1.21	.91	.20	Sa,T,F
"	IDL SR	1.21	.91	.20	Dly
"	IDL SW	.97	.78	.20	
"	IDL BO	1.21	.91	.20	Dly
"	IDL LU	1.03	.91	.25	Dly except T
"	BOS BO	1.19	.90	.20	Dly
Edinburgh, Scotland	IDL BO	1.04	.78	.20	Dly
Edmonton, Alberta, Canada	IDL T	.26	21 .10*	.10	Dly
	CTB W	.07	.0527	.10	Dly
"	MPS W	.22	.16	.10	Dly
"	IDL NW	40	.30	.10	M,Th,Sa
"	CHI NW	.30	.23	.10	M,Th,Sa
"	MSP NW	.26	.20	.10	M,Th,Sa
Elizabethville, Belgian Congo	IDL S	2.09	1.56	.40	T,W,Sa
	IDL BO	2.09	1.56	.25	
"	BOS BO	2.07	1.55	.25	
Entebbe, Uganda	IDL BO	2.09	1.56	.25	Dly
"	BOS BO	2.07	1.55	.25	Th,Sa
"	IDL S	2.09	1.56	.25	F
Esmeraldas, Ecuador	MIA P	.68	.51	.15	M
	MSY P	.73	.55	.15	Su
"	HOU P	.77	.58	.15	Su
"	BRO P	.77	.58	.15	Sa
"	LAX P	.89	.67	.20	Su
Fairbanks, Alaska	SEA P	.40	.17	.07	Dly
Fiji Islands	LAX P	1.71	1.28		T,Sa
"	SEA P	1.75	1.27		T,Sa
"	PDX P	1.71	1.28		T,Sa
"	SFO Q	1.71	1.28		M,W,F
"	YVR Q	1.71	1.29		Su
Florianopolis, Brazil	IDL P	1.70	1.70	.20	Dly except M
"	MIA P	1.48	1.48	.20	T,Th,Sa
"	MSY P	1.65	1.65	.20	M,F
"	HOU P	1.87	1.87	.29	Su,T,Th
"	BRO P	1.80	1.80	.20	T,Th
"	LAX P	2.08	2.08	.20	M,W,F
Fort Archambault, Fr. E. Afr.	IDL AF	2.09	1.57	.25	T
	BOS AF	2.07	1.55	.25	Sa
"	CHI AF	2.21	1.67	.25	W,Sa
"	YML AF	2.05	1.54	.25	W,Sa
Fort Dauphin, Mad.	IDL AF	2.96	2.22	.25	M
"	CHI AF	3.02	2.28	.25	W,Sa
"	YML AF	1.20	.90	.20	W,Sa
"	BOS AF	2.95	2.21	.25	Sa
Fort de France, Mar.	IDL P	.39	.29	.15	Su,W

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Fort Lamy, Fr. E. Afr.	IDL AF	2 09	1 57	.25	W,Sa
"	BOS AF	2 07	1 55	.25	Sa
"	CHI AF	2 21	1 67	.25	W,Sa
"	YML AF	2 05	1 54	.25	W,Sa
Fort William, Ontario, Can.	IDL T	.13	10 60*	.10	Dly
Fortaleza (Ceara), Brazil	IDL P	1 39	1 39	.20	Dly except M
"	MIA P	1 23	1 23	.20	T,Th,Sa
"	MSY P	1 44	1 44	.20	M,F
"	HOU P	1 60	1 60	.20	Su,T,Th
"	BRO P	1 51	1 51	.20	T,Th
"	LAX P	1 72	1 72	.20	M,W,F
"	MIA BZ	1 02	.69	...	M,W,F
Frankfurt-on-Main, Germany	BOS P	1 22	.92	.25	Dly
"	IDL P	1 24	.93	.25	Dly
"	IDL BO	1 24	.93	.25	Dly
"	IDL LU	1 24	.93	.25	Dly exc pt T
"	BOS BO	1 22	.92	.86	Dly
"	IDL K	1 24	.93	.20	Dly
"	YML K	1 20	.90	.20	M,Th,Sa
"	IDL SW	.97	.78	.20	.....
"	IDL SS	1 24	.93	.40	Dly
"	LAX SS	1 51	1 18	.40	M,Th,Sa
"	IDL S	1 24	.93	.40	Dly
"	IDL SR	1 24	.93	.25	Dly
"	IDL AW	1 24	.93	.40	T,Th,Sa
"	YML AW	1 20	.90	.30	Th
"	IDL TW	1 24	.93	.25	18 Wkly
"	BOS TW	1 22	.92	.25	M,W,F
"	PHL TW	1 26	.95	.25	18 Wkly
"	CHI TW	1 30	.98	.25	18 Wkly
"	MKC TW	1 37	1 04	.25	18 Wkly
"	LAX TW	1 51	1 18	.25	18 Wkly
"	IDL AF	1 24	.93	.25	Dly
"	CHI AF	1 30	.99	.25	W,Sa
"	YML AF	1 20	.90	.20	W,Sa
"	BOS AF	1 22	.92	.25	Sa
"	IDL IB	1 24	.93	.25	M,W,F
Freetown, Sierra Leone	IDL AF	1 61	1 21	.25	Sa,Su,M
"	BOS AF	1 59	1 20	.25	S
"	CHI AF	1 67	1 26	.25	.....
"	YML AF	1 57	1 18	.25	.....
"	IDL BO	1 61	1 21	.25	.....
"	BOS BO	1 59	1 20	.25	.....
Fukuoka, Japan	SFO J	2 98	2 26	...	M,W,F
Gander, N. F.	IDL P	.18	.15	.07	Dly
"	BOS P	.14	.12	.07	Dly
"	IDL TW	.18	.15	.05	T,Th,Sa
"	PHL TW	.19	.18	.05	T,Th,Sa
"	CHI TW	.23	.19	.05	T,Th,Sa
"	IDL T	.18	14 60*	.10	Dly
"	BOS T	.14	11 10*	.10	Dly
"	IDL AW	.18	.15	.10	T,Th
Geneva, Switzerland	IDL S	1 24	.93	.40	Dly
"	IDL SR	1 24	.93	.25	Dly
"	IDL SW	.99	.79	.20	.....
"	IDL BO	1 24	.93	.20	Dly
"	IDL SS	1 24	.93	.40	Dly
"	LAX SS	1 51	1 18	.40	M,Th,Sa
"	IDL AF	1 24	.93	.25	Dly
"	BOS AF	1 22	.92	.25	Sa
"	CHI AF	1 13	.99	.25	W,Sa
"	YML AF	1 20	.90	.20	W,Sa
"	IDL K	1 24	.93	.20	Dly
"	YML K	1 20	.90	.20	M,Th,Sa
"	IDL TW	1 24	.93	.25	Dly except Sa
"	BOS TW	1 22	.92	.25	Th
"	CHI TW	1 30	.98	.25	Dly
"	PHL TW	1 26	.95	.25	Dly except Sa
"	MKC TW	1 37	1 04	.25	Dly
"	LAX TW	1 51	1 18	.25	Dly
"	IDL IB	1 24	.93	.25	M,W,F
Georgetown, British Guiana	IDL P	.56	.43	.15	Su,T
"	MIA P	.49	.37	.15	Su,T
"	MSY P	.56	.43	.15	Sa
"	HOU P	.59	.45	.15	Sa
"	BRO P	.59	.45	.15	Th,Sa
"	LAX P	.73	.55	.15	Su,Th
"	MIA K	.37	.29	.15	M
"	IDL BO	.56	.42	.15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Gibraltar, Gibraltar	IDL BO	1 32	.99	.25	Dly
"	BOS BO	1 30	.98	.25	Th,Sa
Glasgow, Scotland	IDL SS	1 03	.78	.30	Dly
"	LAX SS	1 30	1 03	.40	M,Th,Sa
"	IDL K	1 03	.77	.20	Th,F,Sa
"	YML T*	.99	.74	.20	T,Th,Sa
"	IDL P	1 03	.78	.20	Dly
"	BOS P	1 02	.76	.20	Dly
"	IDL BO	1 03	.78	.20	Dly
"	BOS BO	1 02	.76	.20	.....
"	IDL AW	1 03	.78	.40	T,Th,Sa
"	YML AW	.99	.74	.30	Th
Goma, Bel. Congo	IDL S	2 14	1 61	.40	Su,Th
Gothenburg, Sweden	IDL SS	1 24	.93	.40	Dly
"	LAX SS	1 51	1 19	.40	M,Th,Sa
"	IDL SR	1 25	.94	.25	Dly
"	IDL BO	1 24	.93	.25	.....
"	BOS BO	1 23	.92	.25	.....
Goyania, Brazil	MIA BZ	1 09	.73	...	M,W,F
Granada, B.W.I.	IDL BO	.47	.35	.20	Dly
"	MIA BO	.34	.24	.20	W,Sa
Guadalajara, Mex.	HOU P*	.24	.18	.07	Dly
"	BRO P	.21	.16	.07	Dly except Su
"	LAX P	.29	.24	.07	Dly
Guadaloupe, F.W.I.	IDL BO	.35	.26	.20	Dly
"	MIA BO	.28	.21	.20	W,Sa
"	MIA K	.28	.19	.20	Th
Guam	LAX P	2 10	1 57	.20	M,F
"	SFO P	2 10	1 57	.20	M,F
"	PDX P	2 10	1 57	.20	M,F
"	SEA P	2 10	1 57	.20	M,F
Guatanamo, Cuba	MIA P	.34	.26	.05	Three Dly
Guatamala City, Guatamala	MIA P	.35	.27	.15	M,W,F,Sa
"	MSY P	.35	.27	.15	M,W,F,Sa
"	HOU P	.34	.25	.15	Dly
"	BRO P	.31	.24	.15	Dly except Su
"	LAX P	.48	.36	.15	Dly
"	MSY TA	.35	.17	...	Dly
"	MEX TA	.17	.12	...	M,T,W,Th,F
"	PIE AS	.25	.16	.15	M,W,F
Guayaquil, Ecuador	MIA AV	.65	.49	.15	M,W,F
"	MSY P	.71	.54	.15	Dly ex. Sa,W
"	HOU P	.74	.56	.15	Dly except F
"	BRO P	.74	.56	.15	Dly ex. F,Su
"	LAX P	.87	.66	.15	M,W,F
"	MIA AE	.55	.29	.15	W,F
"	BRO B	.74	.56	.20	M,F
"	CRP B	.74	.56	.20	M,F
"	DAL B	.77	.58	.30	M,F
"	FTW B	.77	.58	.30	M,F
"	HOU B	.74	.56	.30	M,F
"	LRD B	.80	.60	.30	M,F
"	MIA B	.65	.49	.20	M,F
"	SAT B	.77	.58	.30	M,F
"	MIA TN	.55	.40	.15	T,F
Haifa, Israel	IDL EL	1 75	1 32	...	W,Sa
"	IDL K	1 75	1 32	...	Su,T
"	YML K	1 71	1 29	...	.....
Halifax, N. S.	BOS T	.07	5 60*	.10	Dly
Hamburg, Germany	IDL S	1 24	.93	.40	M,W,Th,Su
"	IDL SS	1 24	.93	.40	Dly
"	IDL LU	1 24	.93	.25	Dly except T
"	IDL K	1 24	.93	.20	Dly
"	YML K	1 20	.90	.20	M,Th,Sa
"	BOS P	1 23	.92	.20	Dly
"	IDL P	1 25	.94	.20	Dly
"	IDL AF	1 25	.94	.25	Dly
"	BOS AF	1 23	.92	.25	Sa
"	CHI AF	1 30	.98	.25	W,Sa
"	YML AF	1 21	.91	.20	W Sa
"	IDL SR	1 25	.94	.25	Dly
"	IDL SW	.98	.79	.20	.....
"	IDL BO	1 25	.94	.25	Dly
"	BOS BO	1 23	.92	.25	.....
"	LAX SS	1 51	1 19	.40	M,Th,Sa
Hamilton, Bermuda	IDL P	.20	.15	.07	Dly
"	BOS P	.25	.18	.10	Dly
"	YML T	25C	.19	.05**	W
"	YTO T	25C	.19	.05**	W
"	LGA C	.20	.10	.11	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Hamilton (Cont'd)	MIA BO	.25	.19	.05	W,Sa
"	IDL BO	.20	.10	.05	Su,F,Sa
Hanover, Germany	IDL BO	1 25	.93	.25	Dly
"	IDL SS	1 25	.93	.40	Dly
"	IDL K	1 24	.93	.25	Dly except Sa
"	YML K	1 20	.90	.20	M
"	IDL SR	1 25	.94	.25	Dly
"	IDL AF	1 25	.94	.25	.....
"	BOS AF	1 23	.92	.25	.....
"	CHI AF	1 30	.99	.25	.....
"	YML AF	1 21	.91	.20	.....
"	LAX SS	1 51	1 19	.40	M,Th,Sa
Havana, Cuba	MIA P	.09	.07	...	Dly
"	CHI DC	.20	.17	.05	Dly
"	YIP DC	.20	.17	.05	Dly
"	HOU DC	.19	.18	.05	Dly
"	MSY DC	.14	.11	.05	Dly
"	STL DC	.19	.16	.05	Dly
"	IND DC	.19	.16	.05	Dly
"	BUJ DC	.19	.15	.05	Dly
"	EVV DC	.19	.15	.05	Dly
"	FWA DC	.20	.17	.05	Dly
"	JAN DC	.17	.14	.05	Dly
"	LIT DC	.20	.18	.05	Dly
"	MEM DC	.17	.14	.05	Dly
"	PUK DC	.19	.15	.05	Dly
"	SHV DC	.19	.16	.05	Dly
"	TOL DC	.20	.17	.05	Dly
"	MKC DC	.21	.18	.05	Dly
"	MIA K	.06	.05	.15	Th,Su,W
"	MIA EA	.08	.05	.15	Dly
"	LGA EA/m	.12½	.09	.15	Dly
"	MSY N	.14	.11	...	Dly
"	MIA N	.08	.06	...	Dly
"	TPA N	.09	.07	...	Dly
"	DCA N	.16	.13	...	Dly
"	IDL N	.18	.14	...	Dly
"	BAL N	.17	.13	...	Dly
"	CHS N	.15	.12	...	Dly
"	JAX N	.12	.09	...	Dly
"	MOB N	.13	.10	...	Dly
"	ORF N	.16	.13	...	Dly
"	SAV N	.13	.10	...	Dly
"	EWR N	.18	.14	...	Dly
"	PHL N	.18	.14	...	Dly
"	BRO B	.21	.19	.05	M,F
"	CRP B	.20	.17	.05	M,F
"	DAL B	.19	.16	.05	M,F
"	FTW B	.19	.16	.05	M,F
"	HOU B	.19	.15	.05	M,F
"	LRD B	.24	.20	.05	M,F
"	SAT B	.20	.17	.05	M,F
"	MIA BO	.18	.12	.05	Dly
"	IDL AL	.18	.14	...	F
"	IDL BO	.18	.14	.05	M,W,Sa
"	PIE AS	.07	.06	.05	M,W,F
Helsinki, Finland	IDL SS	1 36	1 02	.40	Dly
"	LAX SS	1 63	1 28	.40	M,Th,Sa
"	BOS P	1 34	1 01	.20	Su,T
"	IDL P	1 36	1 02	.20	Su,T
"	IDL SR	1 36	1 02	.25	Dly
"	IDL BO	1 36	1 02	.25	.....
"	BOS BO	1 35	1 01	.25	.....
Hermosille, Mexico	LAX P	.19	.14	.07	Dly
Holquin, Cuba	MIA P	.15	.11	.07	Dly
Hong Kong, Br. Cro. Col.	IDL P	3 20	2 40	.20	Dly except Th
"	BOS P	3 18	2 39	.20	M,T,Th
"	PDX P	2 50	1 88	.20	M,F,Sa
"	SEA P	2 50	1 88	.20	M,F,Sa
"	LAX P	2 50	1 88	.20	M,W
"	SFO P	2 50	1 88	.20	M,F
"	IDL BO	3 20	2 40	.20	Dly
"	BOS BO	3 18	2 39	.20	Th,Sa
"	IDL AF	3 20	2 40	.25	T
"	BOS AF	3 18	2 39	.25	Sa
"	CHI AF	3 26	2 45	.25	W,Sa
"	YML AF	3 16	2 37	.25	W,Sa
"	SFO J	2 49	1 87	.40	T,Th,Sa

EXPEDITED SERVICE TO OVER 100 WORLD DESTINATIONS
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Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Honolulu, T. H.	LAX P	.71	.57	.15	Dly
"	SFO P	.71	.57	.15	Dly
"	PDX P	.71	.57	.15	Su,Th
"	SEA P	.71	.57	.15	Su,Th
"	SFO U	.71	.57	.15	Dly
"	LAX U	.71	.57	.15	Dly
"	CHI U	.92	.77	.15	Dly
"	CLE U	.97	.80	.15	Dly
"	YIP U	.95	.79	.15	Dly
"	LGA U	1.01	.83	.15	Dly
"	DCA U	.99	.83	.15	Dly
"	PHL U	1.01	.83	.15	Dly
"	EWR U	1.01	.83	.15	Dly
"	BDL U	1.02	.84	.15	Dly
"	BOS U	1.03	.84	.15	Dly
"	IDL NW	1.01	.80	.15	M,W,F
"	CHI NW	.92	.77	.15	M,W,F,Sa
"	YIP NW	.96	.79	.15	M,W,F
"	MKE NW	.92	.77	.15	M,W,F,Sa
"	MSP NW	.92	.75	.15	M,W,F,Sa
"	PDX NW	.71	.57	.15	M,W,F,Sa
"	SEA NW	.71	.57	.15	M,W,F,Sa
"	GEG NW	.77	.60	.15	M,W,F,Sa
"	SFO Q				M,W,F
"	YVR Q	.74	.56	.15	Su
Innsbruck, Austria	IDL SR	1.31	.98	.25	Dly
Inongo, Bel. Congo	IDL S	2.20	1.65	.40	M,Sa
Ipiales, Colombia	MIA AV	.69	.49	.15	Dly ex. Th,Sa
"	IDL AV	.75	.56	.26	Dly
"	BRO P	.74	.56		M,Th,Sa
"	HOU P	.74	.56		Su,W
"	LAX P	.87	.66		Su,T,Th
Ipoh (Malaya)	IDL BO	3.00	2.25	.25	
Irumu, Bel. Congo	IDL S	2.22	1.67	.40	M,T,Sa
Istanbul, Turkey	IDL K	1.61	1.21	.20	Dly except F
"	YML K	1.57	1.18	.25	M,Sa
"	BOS P	1.70	1.28	.20	M,T,Th
"	IDL P	1.72	1.29	.20	M,T,Th
"	IDL LI	1.70	1.28	.25	M
"	IDL AF	1.72	1.29	.25	S,M,T,W,F
"	BOS AF	1.70	1.20	.25	Sa
"	CHI AF	1.78	1.34	.25	W,Sa
"	YML AF	1.68	1.26	.25	W,Sa
"	IDL KL	1.72	1.29	.25	Su,T,F
"	IDL BO	1.72	1.29	.25	Dly
"	BOS BO	1.70	1.28	.25	Sa
"	IDL SS	1.72	1.29	.40	Dly
"	IDL SR	1.72	1.29	.25	Dly
Ixtepec, Mexico	MIA P	.81	.59	.70	Dly
Jakarta, Java	IDL BO	2.98	2.24	.25	Dly
"	MIA BO	3.02	2.28	.25	W,Sa
"	BOS BO	2.97	2.23	.25	Th,Sa
"	IDL K	2.89	2.16	.33	Dly ex. Th,F
"	YML K	2.86	2.15	.25	M,Sa
Jeddah, Saudi Arabia	IDL BO	1.97	1.47	.25	Dly
"	MIA BO	2.05	1.55	.25	W,Sa
"	BOS BO	1.95	1.46	.25	Th,Sa
"	IDL SR	1.97	1.48	.25	Dly
Jerusalem, Israel (*See Lydda Israel*)					
Joao Pessoa (Cabadello)	IDL P	1.47	....	.20	T,Th
	MIA P	1.25	....	.20	T,Th
Johannesburg, U. of So. Africa	IDL EL	2.09	1.57	.25	Su,T,F
	IDL K	2.03	1.52	.33	T,Sa
	YML K	1.99	1.49	.27	Sa
	IDL P	2.09	1.57	.33	Su,Th
	BOS P	2.07	1.55	.33	Th
	IDL BO	2.09	1.57	.25	Dly
	MIA BO	2.15	1.62	.25	W,Sa
	BOS BO	2.07	1.55	.25	Th,Sa
	IDL S	2.09	1.56	.40	Th,Su
	IDL SS	2.09	1.56	.40	W
Jos, Nigeria	IDL BO	1.78	1.34	.25	Dly
Juneau, Alaska	SEA P	.30	.15	.07	Dly
Kabalo	IDL B	2.27	1.70	.25	W
Kalima	IDL S	2.20	1.66	.40	Th
Kamaran, Aden Colony	IDL BO	2.15	1.61	.25	Dly
Kamina	IDL S	2.22	1.67	.25	Su,Th
Kaduna, Nigeria	IDL BO	1.78	1.34	.25	Dly
Kano, Nigeria, B.W.A.	IDL BO	1.78	1.33	.25	Dly
	BOS BO	1.76	1.32	.25	Th,Sa
	IDL AF	1.78	1.34	.25	M,T
	BOS AF	1.76	1.32	.25	Sa
	CHI AF	1.84	1.39	.25	W,Sa
	YML AF	1.74	1.31	.25	W,Sa
	IDL K	1.73	1.30	.33	T,Sa
	YML K	1.69	1.27	.25	Sa
	IDL S	1.78	1.33	.40	Dly except F
Karachi, Pakistan	IDL P	2.34	1.75	.20	Dly except Th
	BOS P	2.32	1.74	.20	M,T,Th
	LAX P	2.55	1.92	.20	M,W
	SFO P	2.55	1.92	.20	M,Sa
	IDL SS	2.34	1.75	.40	T,Sa
	IDL K	2.27	1.71	.20	Dly
	YML K	2.23	1.67	.25	M,Th,Sa
	IDL BO	2.34	1.75	.25	Dly
	BOS BO	2.32	1.74	.25	Th,Sa
	IDL AF	2.34	1.75	.25	Su,T,W,F,Sa
	BOS AF	2.32	1.74	.25	Sa
	CHI AF	2.39	1.81	.25	W,Sa
	YML AF	2.30	1.72	.25	W,Sa
Kasango	IDL S	2.25	1.69	.25	Th
Keflavik, Iceland	IDL P	.85	.64		W
	IDL SW	.77	.61	.30	
	IDL AW	.85	.64	.30	T,Th
	YML AW	.81	.61	.30	Th
Ketchikan, Alaska	SEA P	.25	.14	.07	Dly
Kartoum, Anglo-Egypt, Sudan	IDL BO	2.04	1.53	.25	Dly
	BOS BO	2.02	1.52	.25	Th,Sa
	IDL SS	2.04	1.53	.40	T
	IDL AF	2.04	1.53	.25	F
	BOS AF	2.02	1.52	.25	Sa
	CHI AF	2.10	1.58	.25	W,Sa
	YML AF	2.00	1.50	.25	W,Sa

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Kigali	IDL S	2.15	1.61	.40	Th
Kikwit	IDL S	2.20	1.65	.40	Su,Th
Kimberley, So. Afr.	IDL BO	2.19	1.64	.25	Dly
"	BOS BO	2.18	1.63	.25	Th,Sa
Kindu, Belg. Congo	IDL S	2.19	1.64	.40	Su,Th
King Williamstown, So. Africa	IDL BO	2.30	1.72	.25	Dly
Kingston, Jamaica	MIA P	.20	.15	.15	Dly
"	MIA K	.20	.15	.15	Dly
"	IDL BO	.30	.22	.15	Sa
"	MIA BO	.20	.15	.15	Dly
"	YML T	.25c	.27c	15c*M	
"	YTO T	.25c	.26c	15c*W	
"	IDL AV	.30	.23	.15	Su,M,W,Th,F
"	MIA AV	.20	.15	.15	M,W,F,Su
Kolwezi	IDL S	2.17	1.63	.40	Su,Th
Kongolo	IDL S	2.27	1.70	.40	Su
Kristiansand, Nor. (*See Christiansand, Nor.*)					
Kuwait, Kuwait	IDL BO	2.00	1.50	.25	Dly
"	BOS BO	1.98	1.49	.25	Th,Sa
"	IDL SR	2.00	1.50	.25	
"	IDL AF	2.00	1.50	.25	W,Sa
"	BOS AF	1.98	1.49	.25	Sa
"	CHI AF	2.06	1.56	.25	W,Sa
"	YML AF	1.96	1.47	.25	W,Sa
La Ceiba, Honduras	MSY TA	.43	.25	....	Dly
	MEX TA	.26	.19	....	M,T,W,Th,F
Lagos, Nigeria	IDL BO	1.78	1.33	.25	Dly
"	MIA BO	1.85	1.40	.25	W,Sa
"	BOS BO	1.76	1.32	.25	Th,Sa
La Guaira, Venez.	MIA K	.40	.30	.15	Dly
"	IDL LV	.50	.38	.10	Dly except M
"	IDL P	.50	.38	....	Su,W,F
"	BRO P	.48	.37	....	M,Th,Sa
"	HOU P	.48	.37	....	Su,W
"	MIA P	.40	.30	....	Dly
"	BUJ DC	.50	.33	.15	Dly
"	CHI DC	.52	.35	.15	Dly
"	YIP DC	.52	.35	.15	Dly
"	ELD DC	.51	.34	.15	Dly
"	EVV DC	.50	.33	.15	Dly
"	FWA DC	.52	.35	.15	Dly
"	GRW DC	.49	.32	.15	Dly
"	HAV DC	.40	.23	.15	Dly
"	HOT DC	.53	.36	.15	Dly
"	HOU DC	.48	.33	.15	Dly
"	IND DC	.51	.34	.15	Dly
"	JAN DC	.49	.32	.15	Dly
"	LIT DC	.51	.34	.15	Dly
"	MEM DC	.49	.32	.15	Dly
"	MSY DC	.45	.30	.15	Dly
"	PUK DC	.50	.33	.15	Dly
"	STL DC	.51	.34	.15	Dly
"	SHV DC	.51	.34	.15	Dly
"	HUF DC	.52	.35	.15	Dly
"	TOL DC	.52	.35	.15	Dly
"	MKC DC	.53	.36	.15	Dly
"	SGF DC	.52	.35	.15	Dly
"	KIN DC	.34	.17	.15	Dly
"	MIA RN	.40	.30	.15	Dly
La Paz, Bolivia	MIA P	1.07	.81	.30	Dly ex. F,Sa
"	MSY P	1.13	.85	.30	Su,M,T,Th
"	HOU P	1.17	.87	.30	Dly ex. Th,F
"	BRO P	1.17	.87	.20	Sa,M,T
"	LAX P	1.29	.97	.30	M,W
"	DAL B	1.19	.89	.30	M,F
"	HOU B	1.16	.87	.30	M,F
"	BRO B	1.16	.87	.30	M,F
"	CRP B	1.16	.87	.30	M,F
"	FTW B	1.19	.89	.30	M,F
"	LRD B	1.32	.92	.30	M,F
"	MIA B	1.07	.80	.30	M,F
"	SAT B	1.19	.89	.30	M,F
Leopoldville, Belgian Congo	IDL P	2.09	1.57	.33	Su,Th
	BOS P	2.07	1.51	.33	Th
	IDL S	2.09	1.56	.40	Dly except F
	IDL BO	2.09	1.56	.25	
	VOS BO	2.07	1.55	.25	
	IDL K	2.03	1.52	.25	T,Sa
Lethbridge, Alb., Canada	IDL T	.25	20 70*	.10	Dly
	CTB W	.07	.0478	.10	Dly
Libenge, Bel. Con.	IDL S	2.30	1.72	.25	Th
Lima, Peru	MIA P	.87	.65	.20	Dly
"	MSY P	.93	.70	.20	Dly except W
"	HOU P	.97	.73	.20	Dly
"	BRO P	.97	.73	.20	Dly except Su
"	LAX P	1.09	.82	.20	M,W,F
"	MIA B	.87	.65	.30	Dly except W
"	HOU B	.96	.72	.30	M,Th,F,Sa
"	LRD B	1.03	.77	.30	M,Th,F,Sa
"	SAT B	.99	.74	.30	M,Th,F,Sa
"	BRO B	.96	.72	.30	M,Th,F,Sa
"	CRP B	.96	.72	.30	M,Th,F,Sa
"	DAL B	.99	.74	.30	M,Th,F,Sa
"	FTW B	.99	.74	.30	M,Th,F,Sa
"	IDL LV	.97	.73	.20	Dly except W
"	MIA LV	.87	.66	....	
"	MIA TN	.65	.50	.15	T,F
Linz, Austria	YML K	1.30	.98	.20	F
"	IDL K	1.34	1.01	.20	
"	IDL BO	1.35	1.01	.20	Dly
"	IDL SR	1.35	1.01	.25	Dly
Lisala, Belg. Congo	IDL S	2.20	1.65	.40	Su,Sa
Lisbon, Portugal	IDL P	1.12	.84	.20	Th,Su
"	BOS P	1.10	.83	.20	Th,Su
"	IDL S	1.12	.84	.30	T,Sa
"	IDL SR	1.12	.84	.40	W
"	IDL IB	1.12	.84	.40	M,W,F
"	IDL BO	1.12	.84	.20	Dly
"	BOS BO	1.10	.83	.20	Th,Sa
"	YML BO	1.08C	.81C	.20C	M,W,F
"	IDL AF	1.12	.84	.20	F

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Lisbon (Cont'd)	BOS AF	1.10	.83	.20	Sa
"	CHI AF	1.18	.89	.25	W,Sa
"	YML AF	1.08	.81	.20	W,Sa
"	IDL SS	1.12	.84	.40	Th,Su
"	LAX SS	1.38	1.09	.40	M,Th
"	IDL TW	1.12	.84	.20	Su,T,Th,F,Sa
"	BOS TW	1.10	.83	.20	Sa,T
"	PHL TW	1.13	.86	.20	Su,T,Th,F,Sa
"	CHI TW	1.17	.89	.20	Su,T,Th,F,Sa
"	MKC TW	1.25	.95	.25	Su,T,Th,F,Sa
"	LAX TW	1.38	1.09	.25	M,W,Th,F,Sa
"	IDL K	1.12	.84	.20	Dly except T
"	YML K	1.08	.81	.22	M,Th,Sa
Liverpool, England	IDL BO	1.07	.80	.20	Dly
"	BOS BO	1.05	.79	.20	Th,Sa
Livingstone, S. Rhodesia	IDL BO	2.09	1.56	.25	Dly
"	MIA BO	2.15	1.62	....	W,Sa
"	BOS BO	2.07	1.55	....	Th,Sa
"	IDL AF	2.09	1.57	.25	M
"	BOS AF	2.07	1.55	.25	Sa
"	CHI AF	2.15	1.62	.25	W,Sa
"	YML AF	2.05	1.54	.25	W,Sa
Lome, Fr. W. Afr.	IDL AF	1.73	1.30	.25	F
"	BOS AF	1.71	1.28	.25	F
London, England	IDL P	1.10	.83	.20	Dly
"	BOS P	1.08	.81	.20	Dly
"	IDL TW	1.10	.83	.30	18 Wkly
"	BOS TW	1.08	.81	.20	M,W,F
"	CHI TW	1.16	.88	.20	18 Wkly
"	PHL TW	1.12	.84	.20	18 Wkly
"	MKC TW	1.23	.93	.25	18 Wkly
"	LAX TW	1.37	1.08	.25	18 Wkly
"	IDL AW	1.10	.83	.30	T,Th,Sa
"	YML AW	1.06	.79	.30	Th
"	IDL EL	1.10	.83	.20	W,Sa
"	IDL S	1.10	.83	.30	Dly
"	IDL SW	.87	.70	.20	
"	IDL BO	1.10	.83	.20	Dly
"	MIA BO	1.22	.93	.20	Dly
"	BOS BO	1.08	.81	.20	Th,Sa
"	IDL SS	1.10	.83	.30	Dly
"	LAX SS	1.37	1.08	.40	M,Th,Sa
"	IDL AF	1.10	.83	.20	Dly
"	BOS AF	1.08	.81	.20	Sa
"	CHI AF	1.16	.88	.20	W,Sa
"	YML AF	1.06	.80	.20	W,Sa
"	IDL K	1.10	.83	.20	Dly
"	YML K	1.06	.79	.20	M,Th,Sa
"	YML T	1.06	.80	.20**	Dly
"	IDL IB	1.10	.83	.30	M,W,F
London, Ont., Canada	IDL T	.06	5.40*	.10	Dly
Lourenco Marques (Mozambique)	IDL BO	2.09	1.56	.25	Dly
Luanda, Bel. Congo	IDL S	2.23	1.67	.25	Th
Lulea, Sweden	IDL SS	1.37	1.02	.25	M
Lulualbourg, Belgian Congo	IDL S	2.29	1.72	.40	T,Th
Lusaka, Northern Rhodesia	IDL BO	2.09	1.56	.25	Dly
	MIA BO	2.15	1.62	.25	W,Sa
Luxembourg, Luxembourg	IDL S	1.21	.91	.30	T,F,Su
Lydda, Israel (*See Tel Aviv*)					
Maceio, Brazil	IDL P	1.52	1.52	.20	W,F
"	MIA P	1.25	1.26	.20	T,Th
"	MSY P	1.51	1.51	.20	Su,T,Th
"	HOU P	1.64	1.64	.20	Su,T,Th
"	BRO P	1.56	1.56	.20	T,Th
"	LAX P	1.86	1.86	.20	M,W,F
Madras, India	IDL BO	2.86	1.92	.25	Dly
Madrid, Spain	IDL BO	1.23	.92	.20	Dly
"	MIA BO	1.34	1.02	.20	W,Sa
"	BOS BO	1.21	.91	.20	Th,Sa
"	IDL IB	1.23	.92	.40	M,W,F
"	IDL AF	1.23	.92	.25	M,W,Th,Sa
"	BOS AF	1.21	.91	.20	Sa
"	CHI AF	1.29	.98	.25	W,Sa
"	YML AF	1.19	.89	.20	W,Sa
"	IDL TW	1.22	.92	.25	Su,T,Th,F,Sa
"	BOS TW	1.21	.91	.20	T,Sa
"	CHI TW	1.28	.98	.25	Su,T,Th,F,Sa
"	PHL TW	1.24	.94	.25	Su,T,Th,F,Sa
"	MKC TW	1.36	1.03	.25	Su,T,Th,F,Sa
"	LAX TW	1.49	1.17	.25	M,W,Th,F,Sa
"	IDL K	1.22	.92	.20	Su,W,Th,F
"	YML K	1.18	.89	.22	F
"	IDL S	1.22	.92	.30	T
"	IDL SS	1.22	.92	.40	Dly
"	LAX SS	1.49	1.17	.40	M,Th
"	IDL SR	1.23	.92	.25	Dly
"	IDL P	1.23	.92	....	Su,M,Th,F
"	BOS P	1.21	.91	....	Sa,M,Th,F
"	LAX P	1.50	1.18	....	Su,M,Th,F
Magangue, Colombia	MIA P	.48	.36	.15	Dly
"	BRO P	.56	.43	....	M,Th,Sa
"	HOU P	.56	.43	....	Su,W
"	LAX P	.70	.53	....	Su,T,Th
"	MSY P	.53	.40	....	Su,W
"	IDL AV	.58	.57	.43	Dly
"	MIA AV	.47	.35	.15	M,T,W,F,Su
Malmo, Sweden	IDL SS	1.27	.95	.40	Dly
"	IDL SR	1.27	.95	.25	Dly
"	IDL BO	1.27	.95	.25	Dly
Malta	IDL BO	1.43	1.07	.27	Dly
"	MIA BO	1.55	1.18	.20	W,Sa
"	BOS BO	1.41	1.06	.20	Th,Sa
Managua, Nicaragua	MIA P	.38	.29	....	M,W,F
"	MSY P	.44	.33	.15	Sa,Su,T,Th
"	HOU P	.41	.31	.15	Dly
"	BRO P	.39	.30	.15	Dly except Su
"	MSY TA	.38	.20	....	Dly except M
"	MEX TA	.25	.16	....	M thru Sa
"	MIA TN	.30	.19	.15	T,F

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Manaos, Brazil	IDL P	1.44	1.44	.20	Su,W,F
"	MIA P	1.24	1.24	.20	Th,Sa
"	MSY P	1.48	1.48	.20	F
"	HOU P	1.62	1.62	.20	T,Th
"	BRO P	1.54	1.54	.20	T,Th
"	LAX P	1.79	1.79	.20	W,F
Manchester, England	IDL SS	1.07	.80	.30	Dly
"	IDL AW	1.07	.80	.30	T,Th,Sa
"	YML AW	1.08	.77	.30	Th
"	IDL S	1.07	.80	.30	T
"	IDL SR	1.07	.80	.20	Dly
"	IDL BO	1.07	.80	.25	Dly
"	BOS BO	1.05	.79	.25	Dly
Manila, Philippines	LAX P	2.50	1.88	.20	M,Th,Sa
"	SFO P	2.50	1.88	.20	M,Th,Sa
"	PDX P	2.50	1.88	.20	M,Th,Sa
"	SEA P	2.50	1.88	.20	M,Th,Sa
"	IDL P	3.27	2.46	.20	M,T,W,F
"	BOS P	3.25	2.44	.20	M,T,W,F
"	CHI NW	2.69	2.01	.20	Su,T,Th
"	CLE NW	2.69	2.02	.20	Su,T,Th
"	YIP NW	2.70	2.02	.20	Su,T,Th
"	IDL NW	2.74	2.05	.20	Su,T,Th
"	MKE NW	2.68	2.01	.20	Su,T,Th
"	MSP NW	2.64	1.98	.20	Su,T,Th
"	PDX NW	2.49	1.87	.30	Su,T,Th
"	SEA NW	2.49	1.87	.20	Su,T,Th
"	IDL AF	3.27	2.46	.25	Sa
"	BOS AF	3.25	2.44	.25	Sa
"	CHI AF	3.33	2.51	.25	W,Sa
"	YML AF	3.23	2.42	.25	W,Sa
Manizales, Colombia	IDL AV	.64	.48	.15	Dly
"	MIA AV	.54	.41	.15	Su,M,T,W,F
"	BRO P	.63	.48	...	M,Th,Sa
"	HOU P	.63	.48	...	Su,W
"	MSY P	.60	.45	...	M,F
Manono, Belgian Congo	IDL S	2.22	1.66	.40	Su,Th
Manta, Ecuador	MIA P	.65	.49	.15	T
"	MSY P	.72	.54	.15	T
"	HOU P	.74	.56	.15	M
"	BRO P	.74	.56	.15	M
"	LAX P	.87	.56	.20	Su
Manzanillo, Cuba	MIA P	.14	.09	.07	Dly
Maracaibo, Venezuela	MIA P	.40	.30	.15	Dly
"	IDL P	.50	.38	.15	Dly
"	MSY P	.45	.34	.15	Dly except W
"	HOU P	.48	.36	.15	Dly
"	BRO P	.48	.36	.15	Dly except Su
"	LAX P	.62	.47	.15	M,W,F
"	IDL K	.50	.38	.15	T,Th,Sa
"	MIA K	.40	.30	.07	T,Th,Sa
"	YML K	.55	.42	.22	M
"	MIA RN	.40	.30	.15	M,Th
"	IDL LV	.50	.38	...	Dly except M
Marseille, France	IDL AF	1.26	.94	.25	Dly
"	BOS AF	1.24	.93	.25	Sa
"	CHI AF	1.31	1.00	.25	W,Sa
"	YML AF	1.22	.91	.25	W,Sa
Martinique, Fr. W. Ind.	IDL P	.39	.29	...	Su,T
"	IDL BO	.39	.29	...	.....
"	MIA BO	.32	.24	...	.....
Matadi, Belgian Congo	IDL S	2.18	1.63	.40	Su,Th
Mauritius	IDL AF	2.91	2.18	.25	M,T,Sa
"	BOS AF	2.89	2.17	.25	Sa
"	CHI AF	2.97	2.24	.25	W,Sa
"	YML AF	2.87	2.15	.25	W,Sa
"	IDL BO	2.91	2.18	.25	Dly
Mayaguez, P. R.	MIA R	.15	.12	...	Dly
"	IDL R**	.22	.20	...	Dly
Mayajigua, Cuba	MIA P	.15	.12	.07	Dly
Mazatlan, Mexico	LAX P	.26	.22	...	Dly
"	BRO P	.26	.26	...	M,Th,Sa
"	HOU P	.29	.22	...	Dly
Medan, Sumatra	IDL BO	2.98	2.24	.25	Dly
"	MIA BO	3.02	2.28	.25	W,Sa
"	BOS BO	2.97	2.23	.25	Th,Sa
"	IDL K	2.90	2.17	.25	Dly
"	YML K	2.86	2.15	.25	W,F,Sa
Medellin, Colombia	IDL AV	.61	.46	.15	Dly
"	MIA AV	.51	.39	.15	M,W,F,Su
"	MIA P	.51	.39	...	T,Th,Sa
"	MSY P	.58	.43	...	Su,W
"	BRO P	.60	.45	...	M,Th,Sa
"	HOU P	.60	.45	...	Su,W
"	LAX P	.73	.58	...	Su,T,Th
Merida, Mexico	MIA P	.25	.19	.07	Dly
"	MSY P	.23	.17	.15	Sa,Su,T,Th
"	HOU P	.33	.25	.15	Dly
"	BRO P	.30	.23	.15	Dly except Su
"	LAX P	.32	.28	.15	Dly
Mexicali, Mexico	LAX P	.06	.05	.15	Dly
Mexico City, Mexico	MIA P	.34	.24	.07	Dly
"	MSY P	.22	.16	.07	Sa,Su,T,Th
"	HOU P	.16	.13	.15	Dly
"	BRO P	.14	.11	.15	Dly except Su
"	LAX P	.30	.25	.15	Dly
"	MSY TA	.38	.19	.07	Dly
"	LGA A‡	.35	.28	.20	Dly
"	DCA A‡	.33	.26	.20	Dly
"	BUF A‡	.33	.28	.20	Dly
"	CLE A‡	.31	.25	.20	Dly
"	CHI A‡	.29	.23	.20	Dly
"	DAL A‡‡	.20	.15	.15	Dly
"	LAX A‡‡	.30	.25	.20	Dly
"	ELP A‡‡	.20	.16	.10	Dly
"	SAT A‡‡	.15	.11	.10	Dly
"	IDL AF	.35	.28	.20	Dly
Milan, Italy	IDL LI	1.33	1.00	.25	Dly
"	IDL AF	1.33	1.00	.25	Su,T,W,F
"	BOS AF	1.31	.99	.25	Sa
"	CHI AF	1.39	1.05	.25	W,Sa
"	YML AF	1.29	.97	.25	W,Sa
"	IDL S	1.33	1.00	.40	T,Th,Sa
"	IDL K	1.33	1.00	.20	Dly except Sa
"	YML K	1.29	.97	.20	M,Sa
"	IDL TW	1.33	1.00	.25	Dly
"	BOS TW	1.31	.98	.25	M,Th
"	CHI TW	1.39	1.05	.25	Dly
"	PHL TW	1.35	1.02	.25	Dly
"	MKC TW	1.46	1.11	.25	Dly
"	LAX TW	1.60	1.25	.25	Dly
"	IDL SW	1.06	.85	.20	.....
"	IDL SS	1.33	1.00	.40	Th,F
"	IDL BO	1.33	1.00	.25	Dly
"	IDL SR	1.33	1.00	.25	Dly
"	IDL AW	1.33	1.00	..	T,Sa
"	YML AW	1.29	.97	...	T
Minatitlan, Mexico	MIA P	.38	.29	.07	Dly
"	MSY P	.31	.24	...	Sa,T,Th,Sa
"	BRO P	.21	.16	...	M,Th,Sa
"	HOU P	.34	.19	...	Dly
"	LAX P	.38	.29	...	Dly
Moanda, Bel. Congo	IDL S	2.22	1.66	.40	Su,Th
Mogadishu, It. Somaliland	IDL BO	2.09	1.56	.25	Dly
Mombasa, Kenya	IDL BO	2.09	1.56	.25	Dly
Montego Bay, Jamaica	MIA P	.20	.15	.15	Dly
"	IDL AV	.28	.21	.15	Sa
"	MIA BO	.20	.15	.05	M,W,Sa
"	IDL BO	.30	.23	.05	Sa
"	BUJ DC	.30	.23	.15	Dly
"	CCS DC	.35	.26	.15	Dly
"	CHI DC	.32	.25	.15	Dly
"	DAL DC	.30	.23	.15	Dly
"	YIP DC	.35	.27	.15	Dly
"	EVV DC	.30	.23	.15	Dly
"	FWA DC	.35	.25	.15	Dly
"	FTW DC	.30	.23	.15	Dly
"	HAV DC	.17	.12	.15	Dly
"	HOU DC	.30	.23	.15	Dly
"	IND DC	.31	.24	.15	Dly
"	JAN DC	.30	.22	.15	Dly
"	MKC DC	.33	.25	.15	Dly
"	LIT DC	.31	.24	.15	Dly
"	MEM DC	.30	.22	.15	Dly
"	MSY DC	.28	.21	.15	Dly
Montego Bay (Cont'd)	PUK DC	.30	.23	.15	Dly
"	STL DC	.31	.24	.15	Dly
"	SHV DC	.30	.23	.15	Dly
"	TOL DC	.35	.25	.15	Dly
Monteria, Colombia	IDL AV	.61	.46	.15	T,F
"	MIA P	.51	.39	.15	T,Th,Sa
"	BRO P	.60	.45	...	M,Th,Sa
"	HOU P	.60	.45	...	Su,W
Monterey, Mexico	DAL A‡‡	.13	.09	.10	Dly
"	ELP A‡‡	.13	.09	.10	Dly
"	LAX A‡‡	.24	.18	.10	Dly
"	SAT A‡‡	.07	.05	.10	Dly
"	LGA A‡	.27	.22	.10	Dly
"	BUF A‡	.25	.21	.10	Dly
"	CLE A‡	.23	.19	.10	Dly
Montevideo, Uruguay	IDL P	1.51	1.13	.20	Dly except M
"	MIA P	1.43	1.08	.20	T,Th,Sa
"	MSY P	1.50	1.13	.20	M,F
"	HOU P	1.53	1.15	.20	Su,T,Th
"	BRO P	1.53	1.15	.20	T,Th
"	LAX P	1.07	1.25	.20	M,W,F
Montreal, Que., Canada	LGA C	.07	5.00m	.10	Dly
"	IDL T	.08	5.00	.10	Dly
"	CHI T	.10	8.40•	.10	Dly
"	CLE T	.08	6.10•	.10	Dly
"	LGA NE	.08	6.80	.10	Dly
"	BOS NE	.07	5.50	.10	Dly
Munich, Germany	IDL P	1.31	.98	.20	Dly
"	BOS P	1.28	.97	.20	Dly
"	IDL SS	1.31	.98	.40	Dly
"	LAX SS	1.57	1.23	.40	M,Th,Sa
"	IDL S	1.30	.98	.40	M,T,Th,F,Sa
"	IDL AF	1.31	.98	.25	T,W,Th,Sa
"	BOS AF	1.29	.97	.25	Sa
"	CHI AF	1.36	1.03	.25	W,Sa
"	YML AF	1.26	.95	.25	W,Sa
"	IDL K	1.30	.98	.20	Dly
"	YML K	1.26	.95	.22	M,Th,Sa
"	IDL SR	1.31	.98	.25	Dly
"	IDL SW	.99	.79	.20	.....
"	IDL BO	1.31	.98	.20	Dly
Nairobi, Kenya	IDL BO	2.09	1.56	.25	Dly
"	MIA BO	2.15	1.62	.25	Dly
"	BOS BO	2.07	1.55	.25	W,F,Sa
"	IDL EL	2.09	1.57	.25	Sa,T,F
"	IDL AF	2.09	1.57	.25	F,T
"	BOS AF	2.07	1.55	.25	Sa
"	CHI AF	2.15	1.62	.25	W,Sa
"	YML AF	2.05	1.54	.25	W,Sa
"	IDL S	2.09	1.56	.40	Th
"	IDL SS	2.09	1.57	.25	W
Naples, Italy	IDL LI	1.42	1.07	.25	Dly except Sa
"	BOS LI	1.40	1.05	...	W,Sa
"	IDL S	1.42	1.06	.40	M,Sa
Nassau, Bahamas	MIA P	.07	.05	.07	3 Dly
"	YML T**	.23	.18	.05	M
"	YTO T**	.22	.18	.05	M
"	IDL BO	.17	.14	.05	Dly
"	MIA BO	.07	.05	.07	Dly
Natal, Brazil	IDL P	1.46	1.46	.20	T,Th
"	MIA P	1.25	1.25	.20	T,Th
"	MSY P	1.48	1.48	.20	M
"	HOU P	1.62	1.62	.20	Su,T
"	BRO P	1.55	1.55	.20	T
"	LAX P	1.80	1.80	.20	M,W
"	IDL BO	2.03	1.52	.25	Dly
"	MIA BZ	1.07	.72	...	M,W,F
N'Dola, N. Rhodesia	IDL S	2.09	1.56	.40	Th
"	IDL BO	2.09	1.56	.25	Dly
Niamey, Fr. W. Afr.	IDL AF	1.78	1.34	.25	M,F
"	BOS AF	1.76	1.32	.25	F
"	CHI AF	1.84	1.39	.25	.....
"	YML AF	1.74	1.31	.25	.....
Nice, France	IDL S	1.27	.95	.40	M,Th,Sa
"	IDL AF	1.27	.95	.25	Dly
"	BOS AF	1.25	.94	.25	Sa
"	CHI AF	1.33	1.01	.25	W,Sa

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Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Nice, (Cont'd)	YML AF	1.23	92	.25	W,Sa
"	IDL P	1.27	95	.20	M,F
"	BOS P	1.25	93	.20	M,F
"	IDL BO	1.27	95	.20	Dly
"	IDL K	1.27	95	.20	Su,W,Th,F
"	YML K	1.22	92	.22	Th
"	IDL SR	1.27	95	.25	Dly
"	IDL SS	1.27	95	.40	W,F
Nicosia, Cyprus	IDL BO	1.66	1.25	.25	Dly
"	IDL EL	1.66	1.25	.25	Su,T,F
"	MIA BO	1.73	1.31	.25	T,F
"	BOS BO	1.65	1.23	.25	Th,Sa
Nome, Alaska	SEA P	.55	.26	.07	W,Sa
Norrkoping, Sweden	IDL SS	1.17	.88	.20	Dly
North Bay, Ont., Canada	IDL T	.09	6.50•	.10	Dly
Noumea, New Caledonia	IDL AF	3.64	2.73	.25	F
"	BOS AF	3.62	2.72	.25	Sa
"	CHI AF	3.70	2.79	.25	W,Sa
"	YML AF	3.60	2.70	.25	W,Sa
Nueva Gerona (Isle of Pines), Cuba	MIA EA	.14	....	....	Dly
Neuva Ocotepeque, Hon.	MSY TA	.47	.36	.15	M,W,F
"	MEX TA	.27	.21	.15	T,Th,Sa
Nuremberg, Germany	IDL K	1.27	.96	.20	Dly except Sa
"	YML K	1.23	.93	.20	M,Th
"	IDL SS	1.27	.96	.40	Dly
"	IDL S	1.27	.96	.40	Th,M,T,F
"	IDL AF	1.28	.96	.25	Dly except F
"	BOS AF	1.26	.95	.25	Sa
"	CHI AF	1.34	1.01	.25	W,Sa
"	YML AF	1.24	.93	.25	W,Sa
"	IDL BO	1.27	.96	.20	Dly
"	IDL SR	1.28	.96	.25	Dly
"	IDL SW	.97	.78	.20	.....
Oaxaca, Mexico	MIA P	.51	.39	.07	Dly
"	MSY P	.43	.33	....	M,W,F
"	BRO P	.19	.15	....	M,Th,Sa
"	HOU P	.21	.16	....	Dly
"	LAX P	.35	.29	....	Dly
Okinawa	CHI NW	2.68	2.01	.20	Su,T,Th,Sa
"	YIP NW	2.69	2.02	.20	Su,T,Th,Sa
"	MKE NW	2.68	2.01	.20	Su,T,Th,Sa
"	MSP NW	2.64	1.98	.20	Su,T,Th,Sa
"	IDL NW	2.74	2.05	.20	Su,T,Th,Sa
"	PDX NW	2.49	1.87	.20	Su,T,Th,Sa
"	SEA NW	2.49	1.87	.20	Su,T,Th,Sa
"	SEO J	2.49	1.87	.40	T,Th,Sa
"	LAX P	2.50	1.88	....	.....
Oran, Algeria	IDL AF	1.36	1.02	.25	T,W,Th,Sa,Su
"	BOS AF	1.35	1.01	.25	Sa
"	CHI AF	1.42	1.08	.25	W,Sa
"	YML AF	1.32	.99	.25	W,Sa
Oruro, Bolivia	MIA P	1.11	.83	.20	Su,M,W
"	MSY P	1.17	.87	.20	Su,M
"	HOU P	1.19	.90	.20	Sa,Su,T
"	BRO P	1.19	.90	.20	Sa,Su
"	LAX P	1.32	1.00	.20	M,W
Osaka, Japan	SFO J	2.74	2.07	....	M,W,F
Oslo, Norway	IDL SS	1.24	.93	.40	Dly
"	LAX SS	1.51	1.19	.40	M,Th,Sa
"	IDL SR	1.24	.93	.40	Dly
"	IDL S	1.24	.93	.40	M,Th,Sa
"	IDL K	1.24	.93	.20	Dly except F
"	YML K	1.20	.90	.20	M,Th,Sa
"	BOS P	1.23	.92	.20	F
"	IDL P	1.25	.94	.20	F
"	IDL BO	1.24	.93	.25	Dly
Ottawa, Ont., Canada	LCA C	.07	.06	....	Dly
"	IDL T	.07	5.10•	.10	Dly
Palembang, N.E.I.	IDL BO	2.95	2.21	.25	Dly
"	IDL K	2.79	2.09	.25	Dly
"	BOS BO	2.94	2.20	.25	Th,Sa
"	YML K	2.83	2.12	.25	T,F,Sa
Palermo, Italy	IDL LI	1.47	1.11	.25	Dly
Palma, Majorca	IDL IB	1.30	.98	....	M,W,F
Panama City, Pan.	MIA P	.39	.29	.15	Dly
"	MSY P	.45	.34	.15	Dly except W
"	HOU P	.48	.37	.15	Dly
"	BRO P	.48	.37	.15	Dly except Su
"	LAX P	.61	.41	.15	M,W,F
"	HOU B	.48	.36	.20	M,Th,F,Sa
"	CRP B	.48	.36	.20	M,Th,F,Sa
"	DAL B	.51	.38	.20	M,Th,F,Sa
"	BRO B	.48	.36	.20	M,Th,F,Sa
"	FTW B	.51	.38	.20	M,Th,F,Sa
"	LRD B	.34	.41	.20	M,Th,F,Sa
"	MIA B	.39	.10	.20	Dly except W
"	SAT B	.51	.38	.20	M,Th,F,Sa
"	MSY TA	.45	.24	....	Dly
"	MIA K	.39	.29	.15	T,F,Su
"	YML K	.54	.41	.15	M
"	PIE AS	.30	.19	.15	Su,W
"	IDL LV	.49	.37	....	M,W,Sa
Pantelleria, Italy	IDL LI	1.50	1.15	.25	W
Paramaribo, Surinam	IDL P	.64	.48	.15	F
"	MIA P	.57	.43	.15	T
"	MSY P	.64	.48	.15	T
"	HOU P	.68	.51	.15	T
"	BRO P	.68	.51	.15	T
"	LAX P	.81	.61	.20	W
"	IDL K	.64	.30	.15	T,Sa
"	MIA K	.57	.43	.15	W,Su
Paris, France	IDL S	1.17	.88	.30	Dly
"	IDL EL	1.17	.88	.20	W,Sa
"	IDL SS	1.17	.88	.40	Dly
"	LAX SS	1.43	1.13	.40	M,Th,Sa
"	IDL IB	1.17	.88	.20	M,W,F
"	IDL SR	1.17	.88	.20	Dly
"	IDL AF	1.17	.88	.20	Dly
"	BOS AF	1.15	.86	.20	Sa
"	CHI AF	1.23	.93	.25	W,Sa

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Paris(Cont'd)	YML AF	1.13	.85	.20	W,Sa
"	IDL K	1.17	.88	.20	Dly
"	YML K	1.12	.84	.20	M,Th,Sa
"	IDL TW	1.17	.88	.20	23 Wkly
"	BOS TW	1.15	.86	.20	S,M,Th
"	CHI TW	1.22	.93	.25	23 Wkly
"	PHL TW	1.18	.89	.20	23 Wkly
"	MKC TW	1.30	.98	.25	23 Wkly
"	LAX TW	1.43	1.13	.25	23 Wkly
"	IDL P	1.17	.88	.20	Dly
"	BOS P	1.15	.86	.20	Su,T,Th
"	IDL BO	1.17	.88	.20	Dly
"	BOS BO	1.15	.86	.25	.....
"	IDL SW	.91	.74	.20	.....
Parnahyba, Brazil	IDL P	1.33	1.33	.15	Sa,T,Th,Su
"	MIA P	.99	.67	.15	Sa,T,Th
"	MIA BZ	.99	.67	....	M,W,F
Pereira, Colombia	IDL AV	.64	.48	.15	Dly
"	MIA AV	.54	.41	.15	Dly ex. Th,Sa
"	BRO P	.63	.48	....	M,Th,Sa
"	HOU P	.63	.48	....	Su,W
"	MSY P	.60	.45	....	Su,W
"	LAX P	.77	.58	....	Sa,T,Th
Pisa, Italy	IDL SW	1.08	.86	.20	.....
Ponce, P. R.	MIA R	.15	.12	....	Dly
"	IDL R	.22	.20	....	Dly
Port au Prince, Haiti	MIA P	.15	.12	.15	2 Dly
"	IDL P	.25	.21	.15	Dly
"	CHI DC	.28	.24	.15	M,T,Sa
"	YIP DC	.27	.23	.15	M,T,Sa
"	HOU DC	.25	.22	.15	M,T,Sa
"	MSY DC	.22	.18	.15	M,T,Sa
"	MEM DC	.26	.21	.15	M,T,Sa
"	MIA K	.15	.12	.15	F
"	IDL K	.25	.21	.15	F
Port Elizabeth, So. Africa	IDL BO	2.29	1.72	.33	Dly
Port Harcourt (Nigeria)	IDL BO	1.92	1.44	.25	Dly
Port of Spain, Trinidad	IDL P	.45	.34	.15	T,Th,Sa
"	MIA P	.39	.29	.15	T,Th,Sa
"	MSY P	.45	.34	.15	W,F
"	HOU P	.48	.37	.15	Su,T,Th
"	BRO P	.48	.37	.15	T,Th
"	LAX P	.63	.48	.15	M,W,F
"	YML T	.50	.38	.15	W
"	YTO T	.50	.38	.15	W
"	IDL K	.45	.34	.15	T,W,Sa
"	MIA K	.38	.29	.15	T,W,Sa
"	IDL BO	.45	.34	.15	Dly
"	IDL AL	.45	.30	....	F
"	IDL LV	.50	.38	....	Dly except M
"	MIA BZ	.33	.18	....	M,W,F
Port Sudan, Aug. Eg. Sudan	IDL BO	1.99	1.49	.25	Dly
	BOS BO	1.97	1.48	.25	Th,Sa
Port Alegre, Brazil	IDL P	1.52	1.14	.20	Su,W,F
"	MIA P	1.42	1.07	.20	Th
"	MSY P	1.69	1.41	.20	T
"	HOU P	1.88	1.11	.20	T
"	BRO P	1.08	1.03	.20	T
"	LAX P	2.14	2.14	.20	W
Porto Nacional, Brazil	MIA BZ	1.02	.69	....	M,W,F
Prague, Czechoslovakia	IDL S	1.35	1.01	.40	F,Su
	IDL K	1.31	.98	.20	M,T,Th
"	IDL SR	1.35	1.02	.25	Dly
"	IDL BO	1.35	1.01	.20	Dly
"	IDL SS	1.35	1.01	.40	Dly
"	IDL AF	1.35	1.02	.25	Dly except Su
"	BOS AF	1.33	1.00	.25	Sa
"	CHI AF	1.41	1.07	.25	W,Sa
"	YML AF	1.31	.99	.25	W,Sa
Preston, Cuba	MIA P*	.20	.15	.07	Dly
Prestwick, Scotland	IDL SS	1.03	.78	.40	Dly
"	YML T**	.99	.75	.20	T,Th,Sa
"	IDL K	1.03	.77	.20	Dly ex. M
"	IDL BO	1.03	.78	.20	Dly
"	MIA BO	1.15	.83	.20	.....
"	BOS BO	1.02	.76	.20	Th,Sa
"	IDL P	1.03	.78	....	Dly
"	BOS P	1.02	.76	....	Dly
Puerto Cabezas, Nic.	MSY TA	.60	.47	....	M,W,F
"	MEX TA	.48	.38	....	T,Th,Sa
Puerto Cortez, Honduras	MSY TA	.42	.34	....	M,W,F
	MEX TA	.25	.18	....	T,Th,Sa
Puerto Saures, Bol.	MIA P	1.17	.87	.20	Su
"	HOU P	1.26	.94	.20	Sa
"	BRO P	1.26	.94	....	Sa
"	MSY P	1.22	.92	....	Su
"	LAX P	1.39	1.05	....	Sa
Pusan, Korea	CHI NW	2.68	2.01	.20	Th
"	YIP NW	2.69	2.02	.20	Th
"	SEA NW	2.49	1.87	.20	Th
"	MSP NW	2.64	1.98	.20	Th
"	IDL NW	2.74	2.05	.20	Th
"	PDX NW	2.49	1.87	.20	Th
Quito, Ecuador	MSY P	.70	.53	.15	Dly ex. W,Sa
"	HOU P	.73	.55	.15	Dly except F
"	BRO P	.73	.55	.15	Dly ex. Su,F
"	IDL AV	.74	.56	.15	M,W,F
"	MIA AV	.64	.48	.15	M,W,F
Rangoon, Burma	IDL BO	2.73	2.05	.25	Dly
"	MIA BO	2.77	2.10	.25	W,Sa
"	BOS BO	2.71	2.04	.25	Th Sa
"	IDL K	2.65	1.99	.25	T,Th,Sa
"	IDL SS	2.73	2.05	.40	Sa
Recife (Pernambuco) Brazil	IDL P	1.48	1.48	.20	Dly
	MIA P	1.17	.87	.20	M,W,F
"	BRO P	1.56	1.56	....	Dly
"	HOU P	1.65	1.65	....	M,Sa
"	LAX P	1.86	1.85	....	M,F
"	MSY P	1.51	1.51	....	Su,W
"	MIA BZ	1.00	.75	....	M,W,F

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Reggio Calabria, Italy	IDL LI	1.47	1.11	.25	Dly except Su
Regina, Sask., Canada	IDL T	.21	17.20•	.15	Dly
Reunion Island	IDL AF	2.86	2.15	.25	M,T,F
"	BOS AF	2.84	2.13	.25	Sa
"	CHI AF	2.92	2.20	.25	W,Sa
"	YML AF	2.82	2.12	.25	W,Sa
"	IDL P	.85	.64	....	F
"	BOS P	.83	.63	....	F
"	IDL I	.85	.64	....	T,Sa
Rio de Janiero, Bra.	IDL P	1.42	1.07	.20	Dly except M
"	MIA P	1.32	1.00	.20	T,Th,Sa
"	MSY P	1.53	1.16	.20	M,F
"	HOU P	1.42	1.07	.20	Su,T,Th
"	BRO P	1.67	1.26	.20	T,Th
"	LAX P	1.57	1.18	.20	M,W,F
"	MIA BZ	1.20	.70	....	M,W,F
"	DAL B	1.42	1.07	.40	Th,Sa
"	HOU B	1.38	1.04	.40	Th,Sa
"	BRO B	1.38	1.04	.40	Th,Sa
"	CRP B	1.38	1.04	.40	Th,Sa
"	FTW B	1.42	1.07	.40	Th,Sa
"	LRD B	1.44	1.09	.40	Th,Sa
"	SAT B	1.42	1.07	.40	Th,Sa
"	MIA B	1.27	.96	.40	Su,T,Th,Sa
Robertsfield, Lib.	IDL AF	1.72	1.29	.25	W
"	BOS AF	1.70	1.27	.25	Sa
"	CHI AF	1.77	1.34	.25	W,Sa
"	YML AF	1.68	1.26	.25	W,Sa
"	IDL P	1.69	1.27	.20	M,Th
"	BOS P	1.67	1.25	.20	Th
Robore, Bolivia	MIA P	1.17	.87	.20	Th,M
"	MSY P	1.22	.92	.25	M,Th
"	HOU P	1.26	.94	.25	Su,W
Roenne, Denmark	IDL SS	1.29	.97	.25	Dly
Rome, Italy	IDL S	1.39	1.04	.40	Th,Sa
"	IDL LI	1.39	1.04	.25	W,F
"	IDL BO	1.39	1.04	.25	Dly
"	BOS BO	1.37	1.03	.25	Th,Sa
"	IDL EL	1.39	1.04	.25	Su,T,F
"	IDL SS	1.39	1.04	.40	Dly
"	LAX SS	1.66	....	.40	M,Th,Sa
"	IDL AF	1.39	1.04	.25	Dly
"	BOS AF	1.37	1.03	.25	Sa
"	CHI AF	1.45	1.10	.25	W,Sa
"	YML AF	1.35	1.01	.25	W,Sa
"	IDL K	1.39	1.04	.25	Dly
"	YML K	1.35	1.01	.25	M,Th,F
"	IDL TW	1.39	1.04	.25	24 Wkly
"	BOS TW	1.37	1.03	.25	M,T,Th,Sa
"	CHI TW	1.45	1.10	.25	25 Wkly
"	PHL TW	1.41	1.06	.25	24 Wkly
"	MKC TW	1.52	1.15	.25	25 Wkly
"	LAX TW	1.66	1.30	.25	25 Wkly
"	IDL SR	1.39	1.05	.25	Dly
"	IDL P	1.39	1.04	.25	Dly ex. Sa,T
"	BOS P	1.37	1.03	.25	Su,Th
"	IDL SW	1.12	.90	.20	.....
"	IDL IB	1.39	1.05	.25	M,W,F
Saigon, Indo China	IDL AF	3.03	2.27	.25	Su,T,W,F,Sa
"	BOS AF	3.01	2.20	.25	Sa
"	CHI AF	3.09	2.33	.25	W,Sa
"	YML AF	2.99	2.24	.25	W,Sa
"	IDL BO	3.03	2.27	.25	Dly
St. Croix, Virg. Is.	IDL P	.27	.21	.05	Su,W
"	MIA P	.20	.15	.05	Su,W
St. John, N. B.	BOS T	.05	4.20•	.10	Dly
St. Johns, Antigua, B.W.I.	IDL P	.34	.26	.15	Su,W
	MIA P	.25	.19	.15	Su,W
St. Johns, N. F.	BOS T	.15	12.30•	.10	Dly
St. Kitts, B.W.I.	IDL BO	.36	.27	.05	Dly
"	IDL K	.37	.26	.05	Th
St. Lucia, Windward Is.	IDL BO	.40	.30	.15	Dly
St. Thomas, Virgin Is. (U.S.)	IDL P	.26	.21	.15	Su,W
	MIA P	.19	.15	.15	Su,W
Salisbury, So. Rhod.	IDL BO	2.00	1.56	.25	Dly
Salta, Argentina	MIA P	1.24	.93	.20	Sa
"	MSY P	1.30	.98	.20	Sa
"	HOU P	1.33	1.00	.20	F
Salsburg, Austria	IDL K	1.32	.99	.20	M,Th,Sa
"	IDL S	1.33	1.00	.40	Su,W,F
"	IDL SR	1.33	1.00	.25	Dly
San Ignacia de Velasco, Bolivia	MIA P	1.17	.87	.20	M,Th
	MSY P	1.22	.92	.25	M,Th
"	HOU P	1.26	.94	.25	Su,W
"	BRO P	1.26	.94	....	Th
"	HOU P	1.26	.94	....	F
"	LAX P	1.39	1.05	....	F
"	MSY P	1.22	.92	....	Sa
San Jose, Bolivia	MIA P	1.16	.63	.20	M,Th
"	MSY P	1.22	.92	.25	M,Th
San Jose, Costa Rica	MIA P	.23	.23	.15	M,F
"	MSY P	.45	.34	.15	Sa,Su,T,Th
"	HOU P	.48	.36	.15	Dly
"	BRO P	.45	.34	.15	Dly except Su
"	LAX P	.61	.46	.15	M,W,F
"	MSY TA	.39	.22	.15	Dly except Su
"	MEX TA	.31	.20	.15	Dly except Su
"	MIA K	.51	.25	.15	W,Sa,Su
San Juan, Puerto Rico	IDL P	.22	.18	.05	Twice Dly
	MIA P	.15	.12	.05	Twice Dly
"	MIA R	.15	.12	....	Dly
"	IDL R▲▲	.22	.20	....	Dly
"	CHI DC	.32	.25	.05	M,Th,Sa
"	YIP DC	.31	.24	.15	M,Th,Sa
"	MEM DC	.26	.21	.15	Sa
"	CHI E▲▲	.32	.25	.15	Dly
"	YIP E▲▲	.29	.23	.28	Dly
"	IDL E▲▲	.22	.20	.28	Three Dly
"	MIA E▲▲	.15	.12	.15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
San Pedro Sula, Hond.	MIA TN	.20	.15	.15	M,Th
San Salvador, El Salvador	MIA P	.37	.28	.15	M,F
"	MSY P	.39	.29	.15	Sa,Su,T,Th
"	HOU P	.36	.28	.15	Dly
"	BRO P	.34	.26	.15	Dly except Su
"	LAX P	.50	.38	.15	M,W,F
"	MSY TA	.37	.18	.15	Dly
"	MEX TA	.20	.13	.15	Dly
"	PIE AS	.25	.17	.15	T,Th,Sa
"	MIA TN	.25	.17	.15	M,Th
Santa Clara, Cuba	MIA P	.13	.09	.05	Dly
Santa Cruz, Bolivia	MIA P	1.17	.87	.20	Dly ex. Sa,T,F
"	MSY P	1.22	.92	.20	Su,M,Th
"	HOU P	1.24	.93	.20	F,W,Sa,Su
"	BRO P	1.24	.93	.20	F,W,Sa
"	LAX P	1.37	1.03	.20	M,W,Sa
Santa Maria, Azores	IDL P	.87	.65	.20	Su,M,Th,F
"	BOS P	.85	.64	.15	M,Th,F
"	IDL TW	.86	.65	.20	Su,T,Th,F,Sa
"	BOS TW	.84	.64	.20	T,Sa
"	CHI TW	.92	.70	.20	Su,T,Th,F,Sa
"	MKC TW	.99	.76	.20	Su,T,Th,F,Sa
"	LAX TW	1.13	.90	.20	Sa,M,W,Th,F
Santa Marta, Colombia	IDL AV	.56	.43	.15	M,Th,Sa
"	MIA AV	.46	.35	.15	Su,M,W,Th
"	MIA P	.46	.35	.	Dly
"	BRO P	.55	.42	.	M,Th,Sa
"	HOU P	.55	.42	.	Su,W
"	MSY P	.53	.40	.	Su,W
"	LAX P	.69	.52	.	Su,T,Th
Santiago, Chile	MIA P	1.31	.98	.20	Dly
"	MSY P	1.37	1.03	.20	Dly ex. M,Th
"	HOU P	1.41	1.06	.20	Dly
"	BRO P	1.41	1.06	.20	Su,Th,Sa
"	LAX P	1.53	1.15	.20	M,Th,Sa
Sao Luiz, Brazil	IDL P	1.09	.82	.20	T,Th,Sa
"	MIA P	1.17	1.17	.20	Th
"	MSY P	1.38	1.38	.25	Su,M,T,W,Th
"	HOU P	1.51	1.51	.25	T,Th
"	BRO P	1.43	1.43	.25	Su,T,Th
"	LAX P	1.62	1.62	.25	M,W,F
"	MIA BZ	1.16	1.16	.	M,W,F
Sao Paulo, Brazil	IDL P	1.42	1.07	.20	F,Su,W
"	MIA P	1.32	1.00	.20	Th
"	MSY P	1.53	1.16	.20	W
"	HOU P	1.42	1.07	.20	T
"	BRO P	1.67	1.26	.20	T
"	LAX P	1.57	1.18	.20	W
"	MIA BZ	1.20	.70	.	M,W,F
"	BRO B	1.38	1.04	.40	Th,Sa
"	CRP B	1.38	1.04	.40	Th,Sa
"	DAL B	1.42	1.07	.40	Th,Sa
"	FTW B	1.42	1.07	.40	Th,Sa
"	HOU B	1.38	1.04	.40	Th,Sa
"	LRD B	1.44	1.09	.40	Th,Sa
"	MIA B	1.27	.96	.40	T,Th,Sa,Su
"	SAT B	1.42	1.07	.40	Su,T,Th,Sa
Seoul, Korea	CHI NW	2.68	2.01	.20	T,Th,Sa
"	YIP NW	2.69	2.02	.20	T,Th,Sa
"	SEA NW	2.49	1.87	.20	T,Th,Sa
"	MSP NW	2.64	1.98	.20	T,Th,Sa
"	IDL NW	2.74	2.05	.20	T,Th,Sa
"	PDX NW	2.49	1.87	.20	T,Th,Sa
Shannon, Eire	IDL P	1.00	.75	.20	Dly
"	BOS P	.98	.74	.20	Dly
"	IDL LI	1.00	75	.25	W,Sa
"	YML T	.96	72	.22**	Su
"	IDL TW	.99	75	.20	Dly
"	BOS TW	.98	.73	.20	Su,M,Th,F
"	PHL TW	.99	.77	.20	Dly
"	CHI TW	1.05	.80	.20	Dly
"	MKC TW	1.12	.86	.20	Dly
"	LAX TW	1.26	1.00	.25	Dly
"	IDL SR	1.00	75	.20	Dly
"	IDL K	.99	.74	.20	Dly
"	IDL SW	.77	.61	.20	. . . . .
"	IDL AW	.99	75	.30	Sa

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Singapore, Mal. St.	IDL BO	2.92	2.19	.25	Dly
"	MIA BO	2.91	2.18	.25	W,Sa
"	BOS BO	2.91	2.18	.25	Th,Sa
"	SFO P	2.50	1.88	.33	F
"	LAX P	2.50	1.88	.33	F
"	IDL K	2.83	2.13	.25	M,W,Sa
"	YML K	2.79	2.10	.25	W,Sa
"	IFL LU	.99	75	.25	Dly except T
Siuna, Nicaragua	MSY TA	.55	42	.15	Dly
"	MEX TA	.43	33	.15	M,T,W,Th,F
Stanleyville, Bel. Congo	IDL S	2.09	1.56	.40	M,T,W,F,Sa
Stavenger, Norway	IDL SS	1.24	93	.40	Dly
"	LAX SS	1.51	1.19	.40	M,Th,Sa
Stockholm, Sweden	IDL SS	1.26	95	.40	Dly
"	LAX SS	1.53	1.20	.40	M,Th,Sa
"	IDL K	1.26	95	.20	Dly
"	YML K	1.22	92	.20	M,Th,Sa
"	IDL BO	1.26	95	.20	Dly
"	IDL S	1.26	95	.40	Dly
"	IDL P	1.26	95	.20	Su,T,F
"	BOS P	1.24	93	.20	Su,T,F
"	IDL SR	1.26	95	.25	Dly
"	IDL AF	1.26	95	.25	Su,M,Th,F
"	BOS AF	1.25	94	.25	Sa
"	CHI AF	1.32	1.00	.25	W,Sa
"	YML AF	1.22	92	.25	W,Sa
Strasbourg, France	IDL S	1.23	93	.40	T,F
Stuttgart, Germany	IDL P	1.26	95	.20	Su,T,F
"	BOS P	1.24	93	.20	Su,T,F
"	IDL S	1.26	94	.40	Su,T,W,F
"	IDL BO	1.26	94	.20	Dly
"	IDL SS	1.26	95	.25	Dly
"	LAX SS	1.53	1.20	.	M,Th
"	IDL SR	1.26	95	.25	Dly
"	IDL K	1.26	94	.20	Dly
"	YML K	1.22	91	.20	M,Th,Sa
"	IDL SW	.97	.78	.20	. . . . .
"	IDL AF	1.26	95	.25	Dly except F
"	BOS AF	1.24	93	.25	Sa
"	CHI AF	1.32	1.00	.25	W,Sa
"	YML AF	1.22	92	.25	W,Sa
Suva, Fiji Islands	SFO Q	1.78	1.36	.25	Su,Th
"	SEA P	1.78	1.36	.25	Su,Th
"	SFO Q	1.78	1.36	.	M,W,F
"	YVR Q	1.78	1.36	.	Sa
Sydney, Australia	LAX P	2.21	1.66	.25	Su,Th
"	SFO P	2.21	1.66	.25	Su,Th
"	SEA P	2.21	1.66	.25	Su,Th
"	PDX P	2.21	1.66	.25	Su,Th
"	SFO Q	2.20	1.65	.	M,W,F
"	YVR Q	2.20	1.65	.	Su
"	IDL K	3.51	2.64	.45	Sa
"	YML K	3.50	2.63	.47	Sa
"	IDL BO	3.51	2.63	.33	Dly
"	MIA BO	3.63	2.74	.43	W,Sa
"	BOS BO	3.49	2.62	.25	Th,Sa
"	SFO BC	2.20	1.66	.25	M,Th
"	HNL BC	1.56	1.17	.25	M,Th
"	YVR BC	2.20	1.66	.25	M, alt. Th
Sydney, N. S.	BOS T	.09	7.40*	.10	Dly
Taipeh, Formosa	IDL NW	2.74	2.06	.20	Su,T,Th
"	YIP NW	2.69	2.05	.20	Su,T,Th
"	MKE NW	2.68	2.01	.20	Su,T,Th
"	MSP NW	2.64	1.98	.20	Su,T,Th
"	PDX NW	2.49	1.87	.20	Su,T,Th
"	SEA NW	2.49	1.87	.20	Su,T,Th
"	SFO NW	2.50	1.88	.20	Su,T,Th
Takoradi (Gold Coast)	IDL BO	1.83	1.38	.25	Dly
Talara, Peru	MIA P	.73	.55	.20	Dly ex. Th,Sa
"	MSY P	.78	.59	.20	Su,M,T,F
"	BRO P	.82	.62	.	M,Th,Sa
"	HOU P	.82	.62	.	Su,W,F
Tamatave, Madagascar	IDL AF	2.73	2.05	.25	T,F
"	BOS AF	2.71	2.04	.25	Sa
"	CHI AF	2.79	2.10	.25	W,Sa
"	YML AF	2.69	2.02	.25	W,Sa

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Tampico, Mexico	HOU P	.13	.09	.15	Dly
"	BRO P	.10	.08	.15	T,W,F
"	LAX P	.36	.29	.15	Dly
Tananarive, Madagascar	IDL AF	2.68	2.01	.25	W,F,M
"	BOS AF	2.66	2.00	.25	F
"	CHI AF	2.74	2.06	.25	. . . . .
"	YML AF	2.64	1.98	.25	. . . . .
"	IDL BO	2.68	2.01	.25	. . . . .
Tanga	IDL BO	2.09	1.56	.25	. . . . .
Tanganyika	IDL BO	1.25	.95	.25	. . . . .
Tangier, Morocco	IDL AF	1.26	.95	.25	Sa,Su,T
"	BOS AF	1.25	.94	.25	Sa
"	CHI AF	1.32	1.00	.25	W,Sa
"	YML AF	1.23	.92	.25	W,Sa
Tapachula, Mexico	MIA P	.43	.33	.15	Dly
"	MSY P	.39	.19	.15	Sa,Su,T,Th
"	HOU P	.29	.22	.15	Dly
"	BRO P	.28	.21	.15	Dly except Su
"	LAX P	.43	.33	.15	Dly
Tegucigalpa, Hon.	MIA P	.37	.28	.15	M,F
"	MSY P	.40	.30	.15	Sa,Su,T,Th
"	HOU P	.39	.30	.15	Dly
"	BRO P	.38	.29	.15	Dly ex. Su
"	LAX P	.53	.38	.15	M,W,F
"	MSY TA	.37	.18	.	Dly except Su
"	MEX TA	.23	.16	.	Dly except Su
"	MIA TN	.20	.17	.15	T,F
Teheran, Iran	IDL BO	2.07	1.56	.25	Dly
"	BOS BO	2.06	1.54	.25	Th,Sa
"	IDL AF	2.08	1.56	.25	Th,Su
"	BOS AF	2.06	1.54	.25	Sa
"	CHI AF	2.13	1.61	.25	W,Sa
"	YML AF	2.04	1.53	.25	W,Sa
"	IDL K	2.03	1.52	.25	M,Th
"	YML K	1.99	1.49	.25	M,Th
"	IDL SS	2.07	1.56	.40	T,Th,F
Tel Aviv, Isreal	IDL S	1.75	1.32	.25	M
"	IDL EL	1.75	1.32	.25	W,Sa
"	IDL EF	1.72	1.29	.25	W,Su
"	IDL LI	1.72	1.29	.25	M
"	IDL K	1.72	1.29	.25	Su,T
"	YML K	1.68	1.26	27	. . . . .
"	IDL BO	1.75	1.32	.25	Dly
"	BOS BO	1.74	1.30	.25	Th,Sa
"	IDL TW	1.75	1.32	.25	M,F
"	PHL TW	1.77	1.33	.25	M,F
"	CHI TW	1.84	1.37	.25	M,F
"	MKC TW	1.88	1.42	.25	M,F
"	LAX TW	2.02	1.57	.25	Th,Su
"	IDL AF	1.75	1.32	.25	Su
"	BOS AF	1.74	1.30	.25	Sa
"	CHI AF	1.81	1.37	.25	W,Sa
"	YML AF	1.71	1.29	.25	W,Sa
"	IDL SR	1.72	1.29	.25	Su
"	IDL SS	1.75	1.32	.40	T,Sa
Tela, Honduras	MSY TA	.42	.35	.	Dly
"	MEX TA	.26	.19	.	M,T,W,Th,F
Tobago, B.W.I.	IDL BO	.45	.34	.15	M,W,Sa
Tokyo, Japan	IDL P	2.65	2.74	.25	Dly
"	BOS P	3.64	2.74	.25	Dly
"	LAX P	2.50	1.88	.25	M,W,Sa
"	SFO P	2.50	1.88	.25	Dly
"	SEA P	2.50	1.88	.25	Dly
"	PDX P	2.50	1.88	.25	Dly
"	IDL AF	3.65	2.74	.25	T,Sa
"	BOS AF	3.64	2.73	.25	W,Sa
"	CHI AF	3.71	2.79	.25	W,Sa
"	YML AF	3.61	2.71	.25	W,Sa
"	IDL SS	3.65	2.74	.40	T,Sa
"	ACC NW	2.40	1.80	.20	T,Th,Sa
"	CHI NW	2.68	2.01	.20	T,Th,Sa
"	YIP NW	2.69	2.02	.20	T,Th,Sa
"	MKE NW	2.68	2.01	.20	T,Th,Sa
"	MSP NW	2.64	1.98	.20	T,Th,Sa
"	PIT NW	2.72	2.04	.20	T,Th,Sa
"	PDX NW	2.49	1.87	.20	T,Th,Sa
"	IDL NW	2.74	2.05	.20	T,Th,Sa
"	SEA NW	2.49	1.87	.20	T,Th,Sa

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Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Tokyo (Cont'd)	IDL BO	3.65	2.74	.25	Dly
"	MIA BO	3.65	2.75	.25	W,Sa
"	BOS BO	3.64	2.73	.25	Th,Sa
"	IDL K	3.53	2.65	.25	Su,T
"	SFO J	2.49	1.87	.40	T,Th,Sa
Toronto, Ont., Can.	LGA A**	.07	.0478	.10	Dly
"	IDL A**	.07	.0478	.10	Dly
"	EWR A**	.07	.0478	.10	Dly exrept Sa
"	BUF A**	.07	.0478	.10	Dly
"	IDL T	.07	4.80	.10	Dly
Trapani, Italy	IDL LI	1.35	1.12	.25	F
Trinidad, Cuba	MIA P	.15	.11	.07	Dly
Tripoli, Libya	IDL BO	1.46	1.09	.25	Dly
"	MIA BO	1.58	1.20	.25	W,Sa
"	BOS BO	1.44	1.08	.25	Th,Sa
"	IDL S	1.46	1.09	.25	T,Th
Trujillo, Honduras	MSY TA	.48	.37	.15	Dly
"	MEX TA	.28	.23	.15	M,T,W,Th,F
Tshikapa, Bel. Congo	IDL S	2.25	1.69	.40	Su,Th
Tunis, Tunisia	IDL AF	1.36	1.02	.25	Su,M,W,Th,F
"	IDL LI	1.32	1.14	.25	T,Th,Sa
"	BOS AF	1.34	1.01	.25	Sa
"	CHI AF	1.42	1.07	.25	W,Sa
"	YML AF	1.32	.99	.25	W,Sa
"	IDL TW	1.36	1.02	.25	T
"	PHL TW	1.37	1.03	.25	T
"	BOS TW	1.34	1.00	.25	T
"	CHI TW	1.42	1.07	.25	T
"	MKC TW	1.48	1.13	.25	T
"	LAX TW	1.62	1.27	.25	M
"	IDL BO	1.36	1.02	.25	.....
Tuxpan, Mexico	HOU P	.17	.13	.07	Dly
"	BRO P	.12	.09	.07	Dly except Su
"	LAX P	.34	.26	.15	Dly
Tuxtla, Gutierrez, Mexico	MIA P	.48	.36	.15	Dly
"	MSY P	.44	.22	.15	Sa,Su,T,Th
"	HOU P	.26	.20	.15	Dly
Usumbura, Ruanda-Urundi	IDL S	2.09	1.56	.40	Su,Th

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Vancouver, B. C., Canada	SEA U	.07	.048	.10	Dly
"	SFO U	.12	.098	.10	Dly
"	LGA U	.31	2946	.10	Dly
"	BDL U	.32	300	.10	Dly
"	BOS U	.32	305	.10	Dly
"	EWR U	.31	2946	.10	Dly
"	PHL U	.31	2946	.10	Dly
"	CLE U	.27	.254	.10	Dly
"	DCA U	.31	.23	.10	Dly
"	CHI U	.24	.219	.10	Dly
"	DEN U	.15	.136	.10	Dly
"	SLC U	.12	.103	.10	Dly
"	LAX U	.15	.13	.10	Dly
"	PDX U	.07	.048	.10	Dly
"	IDL T	.31	25.00*	.10	Dly
"	SFO Q	.11	.08	...	Su
Varadero, Cuba	MIA P	.08	.06	.05	Dly
Veracruz, Mexico	MIA P	.39	.30	.15	Dly
"	HOU P	.21	.16	.15	Dly
"	BRO P	.19	.15	...	M,Th,Sa
"	MSY P	.34	.26	...	M,W,F
"	LAX P	.35	.29	...	Dly
Victoria, Brazil	MSY P	1.69	1.60	.20	Dly
"	HOU P	1.81	1.81	.20	Su,W
"	BRO P	1.73	1.73	.20	M,Th,Sa
"	MIA BZ	1.25	.82	...	M,W,F
Victoria, B. C.	IDL T	.32	.26	.10	Dly
Victoria de las Tunas, Cuba	MIA P	.14	.09	.05	Dly
Vienna, Austria	IDL P	1.37	1.03	.25	Dly
"	BOS P	1.35	1.02	.30	Dly
"	IDL S	1.37	1.03	.25	Sa
"	IDL AF	1.37	1.03	.25	T,Th
"	BOS AF	1.35	1.02	.25	Sa
"	CHI AF	1.43	1.08	.25	W,Sa
"	YML AF	1.33	1.00	.25	W,Sa
"	IDL SS	1.37	1.03	.40	M,W,Sa
"	IDL K	1.37	1.03	.25	Su,T,F,Sa
"	YML K	1.33	1.00	.20	Sa
"	IDL BO	1.37	1.03	.25	Dly
"	IDL SR	1.37	1.07	.25	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Villahermosa, Mex.	MIA P	.34	.26	.07	Dly
"	MSY P	.29	.22	.07	Sa,Su,T,Th
Visby, Sweden	IDL SS	1.32	.99	.25	Dly
Wake Island	LAX P	1.66	1.22	.15	Dly
"	SFO P	1.66	1.22	.15	Dly
"	PDX P	1.66	1.22	.15	Dly
"	SEA P	1.66	1.22	.15	Dly
Warsaw, Poland	IDL S*	1.46	1.09	.40	M,W,Th,F
Wellington, N. Z.	IDL BO	3.97	2.98	.25	Dly
"	BOS BO	3.89	2.92	.25	Th,Sa
"	SFO Q	2.10	1.59	...	M,W,F
"	YVR Q	2.10	1.59	...	Su
Windhoek, S. W. Africa	IDL BO	2.09	1.56	.25	Dly
Windsor, Ont., Can.	IDL T	.06	5.50*	.10	Dly
Winnepeg, Man., Canada	IDL T	.17	14.00*	.10	Dly
Zagreb, Yugo.	IDL S	1.42	1.06	.40	M,Th,F,Sa
Zurich, Switzerland	IDL SR	1.24	.93	.25	Dly
"	IDL SS	1.24	.93	.40	Dly
"	LAX SS	1.51	1.18	.40	M,Th,Sa
"	IDL S	1.24	.93	.40	Dly exept Su
"	IDL AF	1.24	.93	.25	M,W,F
"	BOS AF	1.22	.92	.25	Su
"	CHI AF	1.30	.99	.25	W,Sa
"	YML AF	1.20	.90	.20	W,Sa
"	IDL EL	1.24	.93	.25	Su,T,F
"	IDL K	1.24	.93	.20	Dly
"	YML K	1.20	.90	.20	M,Th,Sa
"	BOS BO	1.22	.92	.20	Th,Sa
"	IDL BO	1.24	.93	.20	Dly
"	MIA BO	1.36	1.03	...	W,Sa
"	IDL TW	1.24	.93	.25	Dly
"	PHL TW	1.26	.95	.25	Dly
"	CHI TW	1.30	.98	.25	Dly
"	MKC TW	1.37	1.04	.25	Dly
"	LAX TW	1.51	1.18	.25	Dly
"	IDL SW	.99	.79	.20	.....
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BOOKS

THE sixth volume in the historical series, **The Army Air Forces in World War II, is Men and Planes** (University of Chicago Press; 808 pages; $8.50). Edited by W. F. Craven and J. L. Cate, this volume—next to the final one in this valuable series—deals with the activities of the Army Air Force in the Zone of the Interior . . . As usual, the **Aircraft Year Book** (Lincoln Press, Inc.; 472 pages; $6.00) provides an excellent and complete review of events and developments—this edition devoted to the year 1954—in United States civil and military aviation, including photos, statistics, aircraft directory, etc. . . . **All About Aircraft,** by Denis M. Desoutter, (John de Graff, Inc.; 473 pages; $5.00) is exactly what the name implies. Including photos and drawings, the digest-sized book provides a layman's encyclopedia of aeronautical information.

More on flying saucers. First there's Cedric Allingham's **Flying Saucer from Mars** (British Book Centre, Inc.; 153 pages; $2.75) which is hailed by the publishers as "an eyewitness account of the landing of a Martian." Allingham (he writes thrillers under another name) claims to have made direct contact with a Martian who landed in Scotland a year ago. And there are photos, too . . . Leonard G. Cramp's **Space, Gravity and the Flying Saucer** (British Book Centre, Inc.; 182 pages; $3.00) also supports the theory of an interplanetary saucer, and demonstrates his belief in the authenticity of the Adamski photos of a Venusian space ship . . . Here's an heroic and sometimes humorous tale of and by Wilfred Skede, who, on his way from Sweden to Canada to join the Norwegian forces of World War II, tramped across Russia and Turkestan, over the Himalayas into India, and then to the sea. It's all in **Across the Roof of the World** (W. W. Norton & Co., Inc.; 223 pages; $3.50).

Austin Coates lived among the people of contemporary India, China, and Burma. His personal experience form **Invitation to an Eastern Feast** (Harper & Brothers; 270 pages; $4.00), and the result is an intriguing travel book several cuts above the average. Read it . . . Driving from Cannes to Istanbul, Author David Dodge and his wife went through a number of misadventures which make funny reading indeed. Anyone who's read Dodge's How Green Was My Father will know exactly what to expect from his latest, **Time Out for Turkey** (Random House; 235 pages; $3.50). This is the kind of travel book you don't want to put down . . . Half a century in Alaska has given Carl J. Lomen more than a normal complement of adventures. His **Fifty Years in Alaska** (David McKay Co., Inc.; 302 pages; $4.00) is a rugged story of man versus the ruthless forces of nature, and with it an authentic picture of a swiftly developing territory.

Planning a flight to Spain? You'll want **The Tourist Guide Book of Spain,** edited and compiled by H. W. S. Williamson (British Book Centre, Inc.; 608 pages; $4.50). Contains all the information a visitor to Spain would require. Maps are included . . . As for those travelers to Paris, there's a new, well-planned book by Virginia Creed and Henry Milo, **All About Paris and Its Environs** (Duell, Sloan & Pearce-Little, Brown & Co.; 278 pages; $3.50). We recommend it . . . A little closer to home is Jamaica, and for an extremely readable guide to the Caribbean isle as well as to its fascinating history we suggest you pick up a copy of W. Adolphe Roberts' **Jamaica—The Portrait of an Island** (Coward-McCann, Inc.; 247 pages; $4.00).

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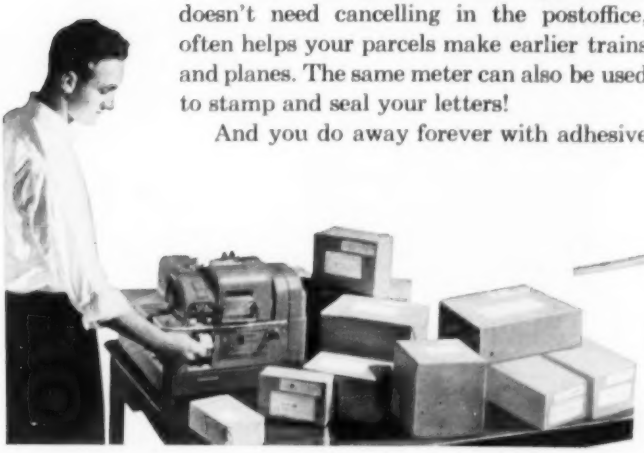

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